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日八廿月四年寅丙

HONGKONG, TUESDAY, JUNE 8th, 1926 式拜禮

號八月陸年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY. TIME-TABLE. WEEK DAYS

STATIONS	AM.	PM.	AM.	PM.	AM.	PM.	AM.	PM.
Kowloon...	8.40	9.15	10.30	11.40	Noon	12.50	1.15	4.35
Yau Ma Tei...	8.50	9.25	10.39	11.49	12.00	1.25	4.44	5.39
Shatin...	9.00	9.35	10.49	11.59	12.10	1.35	4.53	5.39
Tai Po...	9.10	9.45	10.59	12.09	12.20	1.45	5.02	5.39
Tai Po Market...	9.20	9.55	11.09	12.19	12.30	1.55	5.11	5.39
Fanning...	9.30	10.05	11.19	12.29	12.40	2.05	5.20	5.39
Shuanghai...	9.40	10.15	11.29	12.39	12.50	2.15	5.29	5.39
Shamshui...	9.50	10.25	11.39	12.49	1.00	2.25	5.38	5.39

STATIONS	AM.	PM.	AM.	PM.	AM.	PM.	AM.	PM.
Shamshui...	7.21	8.05	10.38	11.40	1.58	3.00	4.17	5.13
Shuanghai...	7.31	8.15	10.48	11.49	2.08	3.10	4.27	5.13
Fanning...	7.41	8.25	10.58	11.59	2.18	3.20	4.37	5.13
Tai Po...	7.51	8.35	11.08	12.09	2.28	3.30	4.47	5.13
Tai Po Market...	8.01	8.45	11.18	12.19	2.38	3.40	4.57	5.13
Shatin...	8.11	8.55	11.28	12.29	2.48	3.50	5.07	5.13
Yau Ma Tei...	8.21	9.05	11.38	12.39	2.58	4.00	5.17	5.13
Kowloon...	8.30	9.15	11.47	12.41	3.07	4.10	5.26	5.13

SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	AM.	PM.	AM.	PM.	AM.	PM.	AM.	PM.
Kowloon...	8.40	9.15	10.30	11.40	Noon	12.50	1.15	4.35
Yau Ma Tei...	8.50	9.25	10.39	11.49	12.00	1.25	4.44	5.39
Shatin...	9.00	9.35	10.49	11.59	12.10	1.35	4.53	5.39
Tai Po...	9.10	9.45	10.59	12.09	12.20	1.45	5.02	5.39
Tai Po Market...	9.20	9.55	11.09	12.19	12.30	1.55	5.11	5.39
Fanning...	9.30	10.05	11.19	12.29	12.40	2.05	5.20	5.39
Shuanghai...	9.40	10.15	11.29	12.39	12.50	2.15	5.29	5.39
Shamshui...	9.50	10.25	11.39	12.49	1.00	2.25	5.38	5.39

SHA TAU KOK BRANCH.

STATIONS	AM.	PM.	AM.	PM.	STATIONS	AM.	PM.	AM.	PM.
Kowloon...	7.45	11.30	2.20	6.25	Shatin...	8.30	10.15	1.05	6.00
Shuanghai...	8.40	12.25	3.15	7.30	Fanning...	9.25	11.10	2.00	6.55

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DR. LE CLERC'S PILLS FOR

DR. LE CLERC'S PILLS FOR

THROUGH CENTRAL CHINA.

A RAILWAY JOURNEY.

CONDITIONS DIFFICULT TO
BELIEVE.

SANYUAN, May 4th.

I have just arrived here from the coast, where I was held up for two months as it was impossible to travel either by northern or southern routes. With great difficulty I boarded a train at Hankow and never shall I forget the nature of the atmosphere into which I plunged; once in the train one had to remain in the spot where a halt was made. I had to put my bundle of bedding on a seat and on top of this I had to remain for the next 32 hours before the train reached Chengchow. If one wished to leave the train to find food or water, an exit had to be made by the windows as all other space in the carriage was packed tight with people like sardines in a tin.

Passing Hanyangchow, where recently the Shensi army came to grief, one saw many signs of warfare for there were trenches, numerous graves, houses newly thatched and the ruins of homes left desolate.

Arriving at Chengchow after much creeping along the line and loitering at stations, I had a further wait of two days for a train to take me west. Having waited on the platform for most of the first day in expectation of getting a move on, one was informed at 5 p.m. that the engine had gone wrong, and although one felt somewhat disappointed one could not feel any ill-will against the engine for I am convinced that were it any other than a Chinese, it might have gone quite mad long ago, under the treatment to which it was subject.

SCRAPPED OFF BY THE BRIDGE.

While on the station platform one had ample time and opportunity to view the wreckage of a railway under Chinese management. Several lines were occupied by numerous trucks in which the soldiers had taken up their quarters; over the open trucks they had pitched their tents so that they were under canvas and at the same time on a railway train. Every passing train was crowded to an inconceivable extent, inside, topside, on steps, all round the engine, on tender, between carriages, on every conceivable spot were passengers, baskets, and bundles. On one engine there were about 50 people in the tender, many soldiers in the cab with the driver, in front of the engine I counted 15 people with their luggage, and another man sat on a step down in front of the engine.

While this train was passing under the station bridge, a policeman stood on the bridge calling to the people on top of carriages and trucks, piled high with freight, "Lie down, lie down" and I found myself with other spectators shouting the same words, as we saw passengers standing in their exalted positions, with their backs to the bridge they were approaching and quite oblivious of their danger. Some time ago this bridge cleared 16 passengers off one train and 11 of these were killed. As I watched the struggle when a train came to a stop, I was sometimes led to doubt that I was in a civilized land. When I went to buy my ticket one could not come close up to the booking office, as just under the serving hole there was a great pool of filthy water; even the Chinese had to stand at a distance and stretch over with their money and receive their tickets, and this at a great, important and crowded junction.

While at Chengchow I learned something of the fate meted out to Shensi people, many of whom were buried alive, and due solely to the hatred with which the Shensi soldiery have inspired the people.

The remaining part of our railway journey took two days although only a

(Continued on next column).

GRUESOME HONAN TRAGEDY.

FIENDISH CALLOUSNESS.

SKINNED AND BURIED ALIVE.

A correspondent in the Interior of China, writing to the Peking and Tientsin Times, says:—

I do not wish you to state in your paper from what town the undementioned report comes, nor from whom but no doubt the facts which I personally vouch for will be interesting in view of the proposed abolition of extraterritoriality. A short time ago a number of bandits after being tortured were led out to the execution ground, near the river. They were made to kneel in a row and then the beheading began. About a dozen unable to endure seeing the sufferings of their companions, made a rush for the river, and in full view of thousands they were shot down like ducks, some slowly bled to death, staining the water with their blood, some were drowned. Only one succeeded in escaping to the other side of the river, after a short-run he was caught, brought back to the place where the crowds waited, tied to a pole and slowly skinned alive; this extra punishment was meted out to him for running away.

This afternoon another form of punishment was devised for a man and a woman who had been caught when attacking the bandits in the country. They were both buried alive outside the gate of our city. Some of our people had gone to see this new form of punishment, and mentioned how they had seen the earth moved about by the dying agonies of the poor creatures who were being slowly suffocated. The reason given for this awful punishment was that one of the officers on this occasion had been killed by the bandits.

CLEANED OUT BY SOLDIERS.

At Shanchow I spent the night at the godown of the agents who usually forward our goods from the railroad. I found the men there very dispirited, as not only was their business at a complete standstill, but they had just been robbed, and some of them left without their clothes and bedding. They also show me the empty boxes which had contained a consignment of medicines and other goods for the Shifu hospital and missionaries of that city. Of the medicines, all that was left was some Epsom salts; the other cases were absolutely empty, but for a few corks and some sawdust. Of one missionary's provisions there were two tins, one was empty having one end quite knocked off and the other tin, which had contained baking powder, had been pierced by a bayonet. Nor was this vandalism the work of the said robbers. A major-general and colonel proceeding to the seat of war in Shensi availed themselves of the hospitality of the proprietors; their retainers, of course, had to search the hospital boxes to see if any firearms were concealed amongst the medicines and with the above result.

THE ROAD IMPOSSIBLE.

Here I was informed that it was impossible to proceed further west, through Honan, as there were no animals on the road, but robbers in abundance. Accordingly I crossed the Yellow River into the province of Shansi, and there one saw something of the effects of good government, for not only were the people contented and prosperous, but it was possible for us to travel early and late without fear of molestation.—N.C. Daily News.

LONG DISTANCE TELEPHONES.

MARSHAL SUN CHUAN FANG'S NEW ENTERPRISE.

[ASIATIC NEWS SERVICE.]

NANKING, May 20th (by mail).

Marshal Sun Chuan Fang has ordered the building of a long distance telephone for connecting the centres of Kiangsu, Chekiang, Fukien, Kiangsi and Anhui provinces, both for military and commercial purposes. The first section of the telephone will be the Nanking-Shanghai-Hangchow line which will be extended to Haichow in the north and Foochow in the south and lastly to Nanchang and Anking in the Lower Yangtze Valley. According to the original agreement concluded by the Chiao Tungpu with Japanese interests, the long distance telephone will be constructed by Japanese telephone experts who are now building the Wush-Soochow-Nanking line in Kiangsu province. It is the intention of Marshal Sun to place the five provinces under his control in an efficient state so as to consolidate his own position in the Lower Yangtze.

Regarding Peking affairs, Marshal Sun declares that Marshal Chang Tso Lin and Marshal Wu Pei Fu are capable of managing the Peking situation without his interference or advice so that he refuses to participate in the coming special Chang-Wu conference.

'PLANES OF THE FUTURE.

SAILS FOR SEA NAVIGATION.

With the object of proving his contention that the flying-boat is more serviceable than the aeroplane for long journeys, the Marchese de Pinedo undertook a flight last year of 33,000 miles, from Rome to Tokyo, via Baghdad and Melbourne, and back. He has recorded his experiences, and lectured recently upon them before a meeting of the Royal Aeronautical Society.

In the opinion of the Marchese de Pinedo, the use of the aeroplane presents four outstanding difficulties—that of having aerodromes near enough to the centre of large towns; the cost of construction and upkeep of such aerodromes; the cost of the organisation of emergency landings; and the difficulty of ensuring landing at any fixed emergency camp. He thinks these difficulties could be eliminated by the use of flying-boats, for all the most important political and commercial centres in Europe are situated on the coast or on rivers, while maritime ports providing suitable landing areas already exist. As regards forced landings on dry ground, a flying-boat, he contends, is safer than an aeroplane, the reason being that a flying-boat which is landing slips over the ground by means of the enormous gliding surface formed by the boat, thereby overcoming the danger of somersault. The only disadvantage he sees in this, while an aeroplane which has made a perfect landing can "take off" again, a flying-boat cannot do so until it is conveyed to water.

"I see in the future," concluded the Marchese de Pinedo, "large and powerful" planes that are suitable also for navigating on water by means of sails. For their practical use nothing else is necessary than that of establishing piers in the small harbours, which will simplify their being anchored and give facilities for landing and embarking the passengers. The longest voyage that can be taken on land or of going from any one place to its antipodes may be then accomplished in about four days. When this is so, the world will seem small and narrow. The problem of rapid aerial international communication awaits solution during the present generation. In generations to come we shall perhaps solve that of interplanetary communication. With the aid of astronomy we shall be able to study the ways, and with projectiles we shall be able to open the paths leading to them. That is how man can increase his power and extend his civilisation to the other habitable planets of the solar system."

Air Vice-Marshal Sir W. S. Brancker, who presided, said he agreed with what the Marchese de Pinedo wrote about the value of the flying-boat. It was a branch of aviation to which more attention might well be paid. With the illogicality of the human race, pilots were reluctant to fly over land in a seaplane, while perfectly ready to fly over water in an aeroplane. The seaplane of the future would, he thought, have an auxiliary engine for manoeuvring on water. The Marchese de Pinedo had shown a fine example of the way in which flying-boats could be used for inter-imperial communications.

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THE INSTALMENT PLAN.

RAPID INCREASE OF SALES.

AMERICAN ANXIETY.

There is nothing new to Americans about buying on the instalment plan. The useful description of its working, "A dollar down and a dollar a week for the rest of your life," dates back to 23 years ago, at the very least, and even then buying by instalment was a well-established practice in the United States.

For many a grandmother of to-day the strongest memory of her girlhood is of monthly visits of the collector for payments on the piano—that rosewood symbol of prosperity which was for years, in successive hands, to work havoc with "The Maiden's Prayer." Fifty years ago, too, they used to buy sewing machines that way as well; and memoirs of Civil War generals and "The Holy Land Illustrated," in 12 parts, 4to. And somewhat later on, there were stores started for selling by instalments. But it was not until a long while afterwards that sales by instalment extended to many other commodities. The spread of the practice was slow enough—swift, indeed, only in comparison with the development of the system over the 2,000 years since Crassus sold houses on, the instalment plan outside the walls of Rome.

So it was until a few years ago. And then, suddenly, instalment dealings developed vast proportions, became epidemic, pandemic. Now not less than five billion dollars' worth of merchandise a year is sold in the United States on partial payment terms: 85 to 90 per cent. of all furniture, 80 per cent. of all phonographs, 75 per cent. of all automobiles and washing machines, 65 per cent. of all vacuum cleaners, 40 per cent. of all pianos, 25 per cent. of all jewelry, 13 per cent. of all radio apparatus, and nobody knows what a multitude of things besides—more this year than a year ago, more this week than last, and no doubt more next week than this. You can buy—and under the impact of "high-pressure salesmanship," you often do buy—a house on the instalment plan and furnish it; you can get a new roof for it, have it painted, "fit it with a central heating system, fill your bins with coal and reconstruct your electric lighting arrangements and your kitchen ranges—all on partial payment contracts. Wearing a partly-paid-for suit, you stroll across your instalment plan lawn; and joined by your wife in a fur coat or a smart "ensemble," in which she has a 20 per cent. equity, and by your "easy payments," Airedale, you can set forth, if you like, in a splendid new motor-car—\$800 of its \$2,500 cost paid—to the regions of green fields and running brooks, with no more real money in your pocket than 50 cents for ferry tolls. Punctures, break-downs? No need to worry about those. Read what it says on the hoardings here, there, and everywhere: "Buy your tires for a dollar down"; "Pay for your car repairs in six months or a year." This is not advice, but an invitation.

CHURCHES IN COMMON.

The instalment plan has even, in a way, reached out into religion. Around many of the larger cities, most notably New York, Chicago, St. Louis, and Pittsburgh, high rents have driven many persons to co-operative buying of apartment houses in near suburbs. Here and there little communities of such apartments have grown up. They house people of many different denominations, but usually there are too few of any one denomination to make feasible the building of a church for their own congregation. What often happens then is that the tenants of many denominations get together and build a church in common. Ironing-out of minor religious differences, a tendency to create a standardized religion—this is the result; a by-product, so to speak, of buying by instalment.

It is coming to a pass, now, where one will be able to buy almost anything in the United States on part-payments. Or, to speak more accurately, it was coming to that until a few months ago. Then there was a reaction of a kind. It did not, to be sure, stop the extension of the system, but it caused it to slow down. It is hard to say just when the country as a whole began to show anxiety, for there were always a good many questioners of the wisdom of unregulated instalment dealings, but there can be no doubt that it is thoroughly awake now to the necessity of taking

stock of the movement. The critics of unrestricted instalment trading are vigorous in their denunciations of it, but it has no less stalwart defenders. "Are we hurt?" asked one of the latter, a short time ago, in apparent scorn of the rising spirit of caution. "Or are we scared?" Which it is, however, does not seem to matter much. The main thing to determine would appear to be how much good and how much harm instalment dealings do, and what are their proper limitations, if any. If there is anything in the arguments of the opponents of instalment trading, the whole welfare of the country is being jeopardized by its uncontrolled expansion. Instalment plan credit now amounts to 20 to 25 per cent. of the ordinary floating or current credit in the United States, according to a calculation published in the Journal of the American Bankers' Association by Mr. George W. Norris, Governor of the Philadelphia Federal Reserve Bank. Obviously, then, it is of moment that its relation to the structure of credit in general should be thoroughly understood, and, if necessary, brought under regulation.

CRITICS OF THE SYSTEM.

Critics of instalment trading are generally agreed that it is comparatively harmless, and may even be beneficial when applied to commodities which have permanent or productive value, or when it does not interfere with savings in such forms. But there is a great deal of buying by instalments which has no such justification. Moreover, it is argued, instalment buying of many commodities is at the expense of other industries, and in time it is bound to produce unbalanced trade. This seems to be true of the buying of motor-cars, at least. If it has not affected anything else noticeably, it certainly has had a damaging influence on the clothing industry. Tailors and clothing merchants complain bitterly that men and women alike, since motor-cars have become common, pay very much less attention to their dress than they did formerly, and so buy fewer clothes. That is so true that clothing dealers in their own defence are taking up instalment selling of suits and overcoats; and even some department stores are selling all sorts of apparel on deferred payments. A few of the stores going still further, have advertised that they will sell any of their merchandise, no matter what, on a system of weekly or monthly payments. They will sell the more perishable articles—those, for example, which can hardly be made to secure a chattel mortgage—for 15 weekly payments, and other goods for 30 payments. The acknowledgments of indebtedness given by the customers are "accepted" by the bank which finances a particular store at a charge of 2 per cent. to the store. Then the customers pay off their obligations with weekly deposits. The price they have had to pay for the goods thus bought is about 6 per cent. above the price to cash customers.

To get what they want buyers by instalment are mortgaging their future income. Is this a good or a bad thing? There is a great difference of opinion about it. From one point of view it is decidedly bad. The great majority of those who buy on the instalment plan are people whose income is derived from wages or salaries. Few of them have any assurance that they will continue to enjoy that income over the full period for which they will be indebted. If there should be a business depression, hundreds of thousands, perhaps millions, of them would be without funds to keep up their payments. The result would be a mass of frozen credit hardly to be matched by even the frozen credit that paralyzed the country's progress in 1920-21. Then, as Governor Norris points out, if \$5,000,000,000 worth of goods were bought in 1925, to be paid for in 1926, that means that the production and distribution of goods in the United States that year were sufficient to provide for the normal purchases of the year, and also to provide for \$5,000,000,000 worth of goods that under former conditions would not have been produced and marketed until 1926.

Mr. Norris says:—

In other words, 1925 has borrowed \$5,000,000,000 worth of business from 1926—and assuming that it is already 30 per cent. paid for—is going to absorb probably \$3,500,000,000, or 5 per cent., of the national income of 1926 to pay for it. If this performance can be repeated in 1926, all will be well, but it manifestly makes the whole situation less sound. The manufacturers and merchants of the country, instead of knowing that there is either a shortage

of goods, or nothing more than a current consumption of goods, know that people have bought in 1925 all that they could afford to pay for, and nearly \$5,000,000,000 more.

BUYING AND SAVING.

While there is not room here to go into many phases of the problem presented by the wide extension of instalment trading, it is worth noticing that ordinary charge accounts in the shops and stores have not apparently been displaced to any extent by instalment accounts. The volume is as large as ever. Nor has instalment buying had any plain influence on savings. The curve of savings deposits up to June 30th, 1925, showed no tendency to flatten out. However, the effect of instalment buying is shown, not in the period of buying but in the subsequent period of paying.

It is argued that instalment buying does violence to old teachings of thrift, that easy payments encourage the purchase of unnecessary goods or of unnecessarily expensive goods. Of that there can be little doubt. On the other hand, as one commentator points out, "it is the desire to have the things we want which stimulates the ambitions and energies of the people and constantly raises the standard of living." Instalment buyers, however, pay high for what they get. To quote Mr. Norris again: Its (instalment buying indebtedness) only security is a mortgage upon future earnings. It is not borrowed at 4 per cent., 5 per cent., or 6 per cent., but it is estimated that when it is handled through so-called credit corporations—of which something like 1,400 have grown up in this country in recent years—the interest charge approximates 20 per cent. This additional charge must be borne by someone. Either it comes out of dealers' profits—which we know it does not—or else it is borne by the consumer, in which case the interest burden must be added to the cost of distribution, and therefore to the consumer's price.

Another critic observes, with some acerbity, that instalment selling increases sales for a time; but every dollar a consumer pays for interest lessens his ability to buy merchandise. Great industries, he says, have organized campaigns to stimulate consumptive capacity for over-production—to educate the public to the idea that because wages and salaries are paid weekly or monthly, buying on the instalment plan is a logical, economical, and desirable course. If, he says, these who talk much of what has been accomplished in the automobile field through the use of this method will

study the mortality of both manufacturers and dealers in this industry, they may become less obsessed with the idea that automobile experience is a good guide for others.

THE MOTOR-CAR INDUSTRY.

This reference to the automobile industry is a reminder that large-scale instalment dealing was really created by it, to afford an outlet for mass production. From the beginning motor-cars were sold at wholesale for cash in advance of the delivery of the goods. For a long while, too, retailers sold only for cash. Manufacturers strenuously objected to their selling on the instalment plan. But as time went on it became plain that dealers could not handle the much bigger output of the factories without an enlargement of their credit facilities. Nor were the ordinary commercial banks in a position to finance retail time sales. So the manufacturers were forced to give up their opposition to retail selling on instalments. They had to go further still; they had to help to organize special automobile finance companies. Some of these companies are to-day owned by motor vehicle manufacturers.

Last year, according to computations made by Mr. C. C. Hanch, general manager of the National Association of Finance Companies, the total retail value of cars and trucks sold was \$4,400,000,000. Of this amount \$3,100,000,000 represented sales on the instalment plan. The cash down payments amounted to \$1,000,000,000, and the total of paper outstanding at a given time, for new and used cars, was \$1,500,000,000. The average note taken was payable in 12 monthly instalments. The average loss ratio on an aggregate of \$195,500,000, for which data are available, was less than one-fifth of 1 per cent., the paper covering both new and used cars. Assuming that 12 equal monthly payments and one-third down on new cars and 40 per cent. on used cars constitute standard terms, there is now outstanding about 37 per cent. of "special" paper. Paper calling for more than 12 equal payments constitutes 18 per cent. of the total paper handled, and paper with a down payment of 25 per cent. or less on new cars and 35 per cent. or less on used cars makes up 19 per cent. of the total paper handled. In Mr. Hanch's opinion, the tendency to deviate from sound credit terms has apparently passed its peak, and both dealers and finance companies are showing a disposition to reduce "special" paper to 15 per cent. of the total, which he regards as the maximum desirable. Times New York Correspondent.

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[A.P.E.]

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STEAM DRIVEN RAIL COACHES
"NEWLAY" SOLID ROLLED STEEL RAILWAY WHEELS.
13, PERKING ROAD, SHANGHAI.

ANGLO-AMERICAN CO-OPERATION.

LORD WILLINGDON'S SPEECH TO THE ROTARIANS.

CHINA THE NERVE CENTRE OF THE WORLD.

Speaking at a meeting of the Rotary Club, in Tientsin, on May 28th, Lord Willingdon urged greater American and British co-operation to help forward in every way what was good in China.

Before he left England, he said, he had read certain writings of the Chinese colleagues with regard to certain affairs and happenings in this country and he became rather alarmed lest when he arrived at Shanghai he should meet with gentlemen wearing red ties or waving red flags. (Laughter.) However, it was quite to the contrary. Although at times they discussed matters with enthusiasm—and perhaps a little acerbity—on the whole (although his Chinese colleagues fought much more seriously between themselves than did the British) they had few troubles and he hoped that the result of these discussions would be that they would be able unanimously to report something to the Secretary of State for Foreign Affairs which might be of real value to that country and which might restore entirely the good feeling between Great Britain and China. (Applause.)

POSITION OF BUSINESS MEN.

As he understood it, he was talking to business men, and if they would allow him a few minutes he wanted to express to them what he thought should be the position of business men in the East—particularly in China. In the early days (if his history was correct) it was rather difficult for them to show any very co-operative spirit in China. They were rather "zarcuba" in a small area of land, and their Chinese friends did not show very great co-operative spirit towards them; but since those days they had established themselves still further and built up great businesses, and means of communication had got so easy that he was afraid many who came to the East were inclined to say "My great desire in life is to make as much money as I can and get home and spend it as quickly as I can," and take no great interest in the social and domestic affairs of the people among whom they were living. That might have been perfectly all right in ancient days but the East had advanced in an amazing way during the last few years and the modern civilization of the East had advanced in a similar manner. The educated Eastern gentleman was inclined to say "When you come here you make these countries your temporary homes, you are our guests for the time you are here. You make your money in and out of our country. Do please help us and co-operate with us when you can and encourage the best interests of our country in every way."

ENGLAND AND AMERICA.

He had opportunities, went on Lord Willingdon, not very long ago of being in the City of Manila, and he had the chance of having interesting talks with that great American citizen, General Wood. He felt it more strongly every day that there was nothing more important than for the American and British races to get together in a spirit of complete co-operation to help forward in every way what was good in this country of China. After all they had the same ideas. They stood for liberty, for fairplay, for justice, for free institutions throughout the world. But he was not quite sure the British and Americans were in complete co-operation—British and American individuals co-operated in the most friendly spirit but somehow or other their countries did not seem always to agree. He did not know why that was. Of course, they were near relations and it was a fact that near relations did not always agree but on the whole he was rather inclined to think there were too many politicians in both countries. He was a bit of a politician himself in his early days and knew something about it and he should never go back to politics again.

PARALLEL LINES.

They had often heard the saying "East is East and West is West and never the twain shall meet." He thought that that was very likely perfectly true, but he had never been able to see why the East and the West should not run on parallel lines, on lines of complete equality with regard to race and no question of inferiority or superiority. He believed they could run on parallel lines if America and Britain could co-operate to help China in her difficulties at this present juncture. If they could establish Rotary Clubs throughout the whole of China then he thought the outlook would be very much brighter indeed. He understood that the membership of the Rotary Clubs in various parts of the world was 118,000 with 2,302 clubs while the number of countries represented was very large. They were certainly doing a great work but he said quite candidly that in China he believed that great work was more important than in any other part of the world.

NERVE CENTRE OF THE WORLD.

China was the nerve centre of the world at the present time and it was up to them to do everything in their power to help China restore herself to sound solid Government and take her true position among the nations of the world. He spoke from the heart as one who had had considerable experience of the East and realised the dangers of the East and it lay on their two countries to get together, ably and soundly and wholeheartedly to keep the East in a sound and satisfactory condition in future years. (Applause.)

LOCAL TRADE.

CHAMBER OF COMMERCE FORT-NIGHTLY REPORT.

The fortnightly report of the Hongkong General Chamber of Commerce states:—

Cotton Piece Goods and Fancy Cotton Goods: The hopeful tone evident when we last reported has not been maintained. Sales have been made in Brocades, Limbrics and Beatrice Twills but in negligible quantities. Latest cotton quotations to hand are those of the 3rd inst. Eg. Sakel. 17.10d. Mid. Am. "Spott" 10.30d.

Cotton Yarn: Prices continue to sag without any material business being done. Nominal quotations are as follows:—No. 10s. 84.50 per sack; American Straight, 83.45 per sack; American Cut off, 83.45 per sack; Australian No. 1, 83.50 per sack; Canadian Cut off, 83.10 per sack.

Arrivals 1,100 bales. Shipments nil. Sales nil. Unsold stocks 10,100 bales. Bargains 1,800 bales.

Woolens: Market dull.

Raw Cottons: No business to report. Metals: Market dull with easier tendency.

Sundries (Window Glass): Local stocks plentiful.

Sugar: Market dull.

Saltpetre: No. 1—Stocks 12,500 bags. Market quiet; uneventful since our last report.

Flour Market Report: Stocks—About 550,000. Market—Dull. Quotations:—American Patent, 84.30 per sack; American Straight, 83.45 per sack; American Cut off, 83.45 per sack; Australian No. 1, 83.50 per sack; Canadian Cut off, 83.10 per sack.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Ruey, June 8th.

The feature of the London foreign exchange market yesterday was the buoyancy of the pound sterling and its advance beyond the parity value of \$4.86 2/3. The rates were:—

Paris	157 1/2
Brussels	155 1/2
Amsterdam	12.10 1/2
Berlin	20.44
Copenhagen	18.40 1/2
Vienna	34.45
Helsingfors	100 1/2
Lisbon	2.17 3/32
Buenos Aires	45 1/2
Shanghai	2/11
Yokohama	1/11 5/32
New York	4.86 2/3
Geneva	25.12
Milan	128 1/2
Stockholm	15.17 1/2
Oslo	22.05
Prague	16 1/4
Madrid	32.13
Rio	100
Bombay	2/9 1/2
Hongkong	2/9 1/2
Silver (spot & forward)	30 1/2

"FLOOD LIGHTING" OF STREETS.

AMERICAN EXPERIMENT.

The better lighting of streets by night is a matter of constant consideration for all municipalities in the United States, where the existence of some 20,000,000 motor-cars is causing increasing road congestion even in the best-planned cities. The matter was discussed very thoroughly by highway engineers at a conference summoned last year by Mr. Herbert Hoover, the Federal Secretary of Commerce, and plans were drawn up for improved city illumination.

Working on the basis of those plans, Lynn, Massachusetts, a city of 100,000 inhabitants, is about to complete the installation of a system of "flood lighting" for her main traffic thoroughfares, in the hope that it will not only lessen the dangers from bad corners and overcrowded streets, but perhaps lead to the entire elimination of the need for motor-car headlights, the brilliance of which is becoming in itself a serious problem.

Along the streets in the residential sections of Lynn a 1,000-candle-power lamp, suspended from an ornamental bracket, 16ft. high, is to be the regular lighting unit. Inside the globe of "rippled" glass containing this lamp there is a dome reflector to throw the light both downwards and across the street, thereby securing a minimum of waste of candle-power. In the busy streets in the heart of the city standards are being erected that will carry a pair of incandescent arc lamps, each of 1,500 candle-power. The standards themselves are graceful and ornamental, and have been designed by the General Electric Company, in conjunction with the Fine Arts Commission at Washington.

In the outlying districts, on the main roads leading into Lynn, a new type of lighting unit is being erected. Of 250 candle-power, and suspended from a height of 32ft., it has six individual parabolic reflectors, placed three on each side of the lamp. Each group of reflectors resembles the headlight of a motor-car, and is so placed as to throw the light both up and down the road, and downwards on to the road's surface. The lamps are placed at such a height that direct vision of the light, which is

(Continued on next Column).

QUEEN'S SUPER CINEMAS

TO-DAY AND TO-MORROW.

THE MAGNIFICENT EPIC of a GLORIOUS AGE!

BARBARA FRIETCHIE

AN IMMORTAL STORY OF A GIRL OF
DAUNTLESS COURAGE AND COMPELLING CHARM

WITH

FLORENCE VIDOR

AND

EDMUND LOWE.

THE STAR

TO-DAY At 5.30 & 9.15

MIRIAM COOPER and GEORGE WALSH
IN
SERENADE.

THE WORLD

TO-DAY At 5.15 & 9.15

JANE NOVAK and LEWIS STONE
IN
"THE ROSARY."

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 7th, 1926.

Hongkong Bank	11.100 buy.
Do, London	2130 nom.
Chartered Bank	2304 nom.
Mercantile Bank, A. & C.	2304 nom.
Do, C.	2154 nom.
P. & O. Bank	231 nom.
East Asia Bank	285 nom.
Canton Insurance	4810 buy.
China Underwriters	11.80 nom.
North China Insurance	11.145 nom.
Union Insurance	2283 buy.
Yangtze Insurance	4374 buy.
China Fire Insurance	11.80 buy.
Hongkong Fire Insurance	4370 buy.
Donghai	424 nom.
H.K. C. & S. Steamboats	124.60 buy.
Hongkong Tug	431 sel.
Indo-China (Fr.)	420 nom.
Do, (Del.)	448 nom.
Shell Transport	117 buy.
Star Lines	864 buy.
Waterboats	415 nom.
China Sugars	424 buy.
Malayan Sugars	435 nom.
Bengals	414 buy.
Kash Mining Ad.	417 buy.
Langkats (combined)	11.244 sel.
Do, (single)	11.124 buy.
Shanghai Explorations	11.54 nom.
Shanghai Loans	11.7 nom.
Rauhs	45 nom.
Troch Mines	87 nom.
Ural Caspian	87 nom.
H.K. & W. Wharves	123 buy, 124 sel.
H.K. & W. Docks	356 nom.
Hongkows	11.179 buy.
New Engineering	11.590 nom.
Shanghai Docks	11.104 buy.
H.K. & S. Hotels	110.40 buy, 104 sel.
Hongkong Lands	435 buy.
Hongkong Realty (sp.)	434 buy.
H.K. Territorials (sp.)	35 nom.
Humphreys Estates	414 nom.
Prind's Buildings	395 nom.
Rural Lands	37 nom.
Ewo Cottons	11.94 buy.
Orientalis	11.3 nom.
Shanghai Cottons (old)	11.53 buy.
Do, (new)	11.28 buy.
Amusements	1113 nom.
Canton Loes	474 nom.
Cements (combined)	414 buy.
Do, (old)	413 nom.
Do, (new)	43 nom.
China Buses	11.10.90 nom.
China Lights (combined)	419 sel.
Do, (old)	414 buy.
Do, (new)	494 buy.
China Providents	45 buy.
Constructions	424 nom.
Dairy Farms	414 sel.
Der A. Wing (sp.)	474 sel.
Hongkong Electric	454 buy, 454.40 sel.
H.K. Electric	440 nom.
H.K. Developments	25 sel. nom.
H.K. Hopes (combined)	430 sel.
Do, (old)	410 sel.
Do, (new)	45 sel.
Hongkong Tramways	424 buy, 424 sel.
Lane Crawfords	410 sel.
Mackintoshes	410 buy.
Peak Trans (old)	4720 buy.
Do, (new)	411 nom.
Sincere	44 sel.
Taxis	44 sel.
United Asbestos	420 nom.
Watsons (old)	4124 nom.
Wm. Powell	410 nom.
Singapore Tractions	43 sel.

buy—buyers; sel.—sellers; nom.—nominal.

stronger than the brightest of headlights, is cut off from the driver of an approaching car when he is 300ft. away.

It is estimated that the new system will cost Lynn about \$116,000 (\$23,200 a year, or \$48,000 (\$9,600) more than the system now being discarded. For the extra expenditure the city will receive ten times the amount of illumination, while the numbers of street accidents will be reduced, and the speeding-up of traffic facilitated. Should flood lighting prove successful in Lynn, it will undoubtedly be rapidly adopted in many other American cities.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 7th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.89	29.85	29.83
Temperature	85	73	76
Humidity	69	83	73
Wind Direction	E	E	E
Force	4	8	8
Weather	O	O	O
Rain	0.0	0.0	0.0

Highest open-air Temperature on 6th, 77
Lowest open-air Temperature on 7th, 73

(Continued on next Column).



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JAMBONNEAUX OLIDA	\$2.50 Tn.
PATE DE FOIE GRAS TRUFFE	0.90
DO.	1.40
DO.	2.00
DO.	3.50
POURRE DE FOIE GRAS ASSORTED	0.45
SAUCISSES TRUFFE	1.50
ANDOUILLETES	0.70
BOUDIN NOIR	0.70
SAUCISSES WITH CABBAGE	0.80
SAUCISSES AU LENTILLES	0.80
DO. DE FRANCOFORT	1.30
DO. AUX TOMATES	0.80
VIENNA SAUSAGES	0.28
DO.	0.58

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HONGKONG.

FOES WORSE THAN BANDITS. OPIUM REFORMER DRIVEN OUT OF HONAN CITY.

INFLUENCE OF VESTED INTERESTS.

The following letter from the Rev. J. B. Bruce, Honan, is sent out by the International Anti-Opium Association, Peking.

The occupation of Wuan city by Colonel Wei and his Shansi troops, on March 17th, meant real liberation for the populace. For eight weeks peace and order were established. The almost faultless behaviour of the troops called forth praise from all classes.

The Governor of the Model Province, Yen Hsi Shan, appointed his own representative to be chief magistrate, and the latter co-operated with Colonel Wei to repress crime and to establish law and order. Wuan and Shou counties were really incorporated with Shansi during these two months. Trade revived and citizens returned to their normal occupations. Timely rains enabled the farmers to sow cotton and millet.

Already the general feeling of helplessness and despair resulting from the cruel extortion, and insolence of armed coolies during a year past, was receding before the incoming tide of just government, police protection, public confidence, remunerative labour, and honest toil.

But this was not to last long. New foes strongly entrenched soon got the upper hand. These were the opium merchants, who include practically all the gentry, the Commercial Guild, the Revenue Office, and the chiefs of practically every public service. Representatives of these classes have been busy feasting Colonel Wei and his entourage ever since their arrival.

THE OPIUM TRAFFIC.
But the Colonel was not wholly ignorant of the situation. Governor Yen had definitely instructed him, before he left Shansi, that he should do his best to suppress the morphia trade of this country. Streams of the poisonous drug were constantly pouring from this fountain-head through hidden channels into Shansi, thus frustrating the efforts of the Governor to prohibit the traffic in his own province. Now was the golden opportunity.

Colonel Wei set himself resolutely to the task. His troops examined all goods coming into the country from the railway. But apart from confiscating about 50 pounds of opium products, his search bore little fruit. He imposed fines on some of the worst offenders, assigning part of the proceeds to the various city schools. The latter had long been occupied by troops, who before leaving had ruined the buildings by using the doors, windows and all exposed timbers for firewood.

The Colonel also sought to foster public opinion, adverse to the trade, by organizing an anti-opium society. He wished the missionary to take the initiative in this, but the latter pointed out how fruitless such a leadership would be, for the reason that the opium-merchants would clamour to become members and officers of the society, with a view to screening their guilt, and posing as righteous under the name of the church.

THE PROHIBITIONISTS.
However the Colonel went ahead, heedless of this warning. A mass-meeting was called. The gentry attended in large numbers. The pupils came from some government schools. All classes were represented. Mr. Wei made a speech showing up the evils of opium, and making known the efforts of Governor Yen to eradicate the drug. All applauded. It was unanimously decided to organize to combat the trade. Officers were elected. A Christian was made chairman. The one chosen for vice-chairman was a notorious user and seller of opium. Several engaged in the trade were appointed to the Executive Committee. A large compound was secured for headquarters, and for taking care of those who wished to break off the habit. The Colonel gave \$100 for running expenses.

DEBASERS OF OUR LANGUAGE. MR. ST. J. ERVINE'S LIVELY ATTACK.

THE PRINCE'S "MARKED COCKNEY ACCENT."

Mr. St. John Ervine, who is an Irishman, has set out on a crusade to teach the English people how to pronounce their own language. He had a lively set to on the subject at the London School of Economics with Mr. Nigel Playfair, who, as they say, gave as good as he got. Miss Irene Vanbrugh was in the chair as umpire, or, as she put it, "between the devil and the deep sea."

Mr. Ervine, who himself speaks with a clear and decisive Irish accent, reminiscent of Mr. Bernard Shaw's, recently broadcast some advice on the English accent. He told us that, afterwards, someone wrote to him and told that he had "a voice like a cornerake," and a lady wrote that he had "a vulgar Irish brogue" (which was unfair). The same lady laid it down that the only people to speak English correctly are "the best people in the south of England, especially our dear King and Queen."

Mr. Ervine admitted that the King and Queen do pronounce their R's, but he said the Prince of Wales does not. "He has a marked Cockney accent," and it seems that one of the Prince's brothers referring in a speech to the Duke of York called him "The Dock o' York." After these loyal remarks Mr. Ervine proceeded to abuse the "vile Cockney voice" spoken from Walworth to Mayfair, and the people who "slide their R's and make diphthongs out of their vowels."

Mr. Ervine seems to think that it is all the fault of Oxford people who have affected the actors and actresses with their peculiar speech to such an extent that no one can understand them, and he quoted in support of his views some remarks by Mr. Ivor Brown referring to an Oxford performance of Shakespeare. Oxford people, according to Mr. Ervine, are "steadily debasing the coinage of speech with their emaciated voice"—for instance, by their habit of saying "culchaw" for "culture." The infection, it seems, is also spreading into the churches, where nine times out of ten the clergyman cannot be understood, while at the theatre ear trumpets are now more useful than opera glasses.

"QUAITE SURPRISING."
Mr. Ervine produced some letters from sympathisers with his views, including one from a person who had been horrified to hear a publisher says "surpraise" for "surprise" and "quaite" for "quite." He ended with a final slash round at the church, the stage, and the English people generally. "Any man who says 'dinnah' for 'dinner' is a cunuch and ought not to be encouraged to talk at all."

Mr. Nigel Playfair was not so quotable as Mr. Ervine, but he was very merry and effective, and his piece of fooling was really the best. Mr. Playfair, one gathered, had been to Oxford, and he won the Reading Prize at Harrow, and with these credentials he was briskly scornful of "a man coming all the way from Belfast to teach the English how to speak their own language." He remarked that English was not pronounced as it is spelt, and that in practice English pronunciation is governed by two things, (a) convention, tempered by good sense, and (b) context.

VIOLENT BUT NOT SO BAD AS STATED. MATRIMONIAL DISPUTE IN SHANGHAI.

ORDER FOR RESTITUTION OF CONJUGAL RIGHTS.

In H. M. Supreme Court, on June 2nd, Judge Grain and a jury continued the hearing of the case in which Mrs. Natalie A. Mills sought a restitution of conjugal rights on the part of her husband, Mr. Stanley Vandelura Mills. Mr. Tycho Wing appeared for the petitioner and Mr. M. B. Brown for the respondent. Mr. Wing called the petitioner, who said she was the daughter of a retired officer in the old Russian Army. She denied the respondent's allegations of violence and assault. The individual instances he had cited were nonsense. She never blacked his eyes, nor did she deliberately break furniture, though she admitted that on occasions, when angry, she had broken things, but nothing like \$2,000 worth. She had slapped her husband's face, but never had she done him such an injury as any ordinary man would mind. She struck him, but not to hurt him. When she hit him, he retaliated and struck her.

The signing of the deed of separation arose through an accident when he took away her coat and put it in the garage. They were quarrelling and she threatened to leave the house, whereupon he said he would take away all her clothes. He removed the coat, as he said, to show his authority. Two gentlemen and a lady friend of her's came to the house, there was a further scene and she asked for a separation. A day or two later a paper was brought to her and she signed it. She did not have a lawyer's advice. Despite this she did not leave, though he frequently urged her to leave. She did not want to go. They continued to live together for another four or five months, during which time he promised there should be no more trouble.

BECAME CRAZY.
Eventually he admitted he had opened her desk and taken her copy of the separation deed. She then became crazy, there was another scene and she said finally that she would leave. She denied that on this occasion or any other respondent complained that she stayed out all night; she had never behaved thus. Her doctor had said the Shanghai climate was not good for her and that was the reason for her visits to Harbin. Also, her parents were there. All the time, her husband corresponded with her on friendly terms. After a while he wrote accusing her of having a lover in Manchuria and giving a name, saying that he had opened her letters. She had not seen the letters, nor did she know anything about them. She had not got a lover anywhere.

Frequently her husband had said she married him for his money; he repeated that statement in his letter and it made her very angry. That was why she wrote the letter that had been produced; actually there was no truth in her admission that she had a lover, that she was going to Paris, etc. She now denied all this. From the end of 1924 until the Court made an order early this year, respondent had not in any way contributed to her support. She had lived by selling and pawning her jewellery, fur coats and other things given to her by her husband. She produced some pawn-tickets.

When she returned to Shanghai in 1925 she found her husband had left for England and at the British Consulate she was advised to go back to Harbin. When he returned she went to see him and asked him to take her back. He ordered her away and threatened to call detectives if she did not leave. He refused to give her any money and sent her to his lawyers, who told her respondent would give her money only on condition that she left Shanghai.

THE DEALERS' CHANCE.
It is reported on fairly reliable authority, that the opium merchants of this county have a deposit in Hankow of Mex. \$300,000 for the purchase of opium products. As long as Colonel Wei was here no purchases of these goods could be imported. Therefore the Colonel must be sacrificed. Two days before he left, immediately after the day for his departure was fixed, the jitney taxi-cabs were crowded with the opium agents, scurrying off to Hankow to forward their goods. They were confident that by the time the smuggled goods were ready to cross the border, the Colonel who had held them at bay for a few weeks, would be safely out of their way.

What hope is there for China? The opium will only bring another horde of bandit-soldiers to bathe in this ill-gotten wealth. "Where the carcass is there will the eagles be gathered together." The iron claws of this beastly traffic strike into the very vitals of the social, moral and spiritual life of the community.

ABUSING A LADY. CHAIR COOLIES FINED.

Mrs. M. W. Chesterton, No. 1, Queen's Gardens, was the complainant at the Central Magistracy yesterday, when before Major C. Willson, two chair coolies were charged with disorderly conduct. Complainant said that she took a chair from Wyndham Street to her residence on Saturday morning. On giving the coolies 30 cents, they became very abusive, and shouted at her. One defendant denied having said anything. The other pleaded that he had asked for an additional ten cents which was the usual fare. Defendants were fined \$3 each.

BLUFF WHICH FAILED. CHINESE WHO POSED AS A DETECTIVE.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, a Chinese was charged with unlawful possession of a wallet, a detective's badge, with impersonating a police officer and with theft. It was stated that defendant had stolen the badge and the wallet from a detective. According to the evidence, defendant on Sunday afternoon visited No. 21, Stone Nullah Lane, and producing the badge, posed as a detective. He insisted that one of the tenants had illicit opium, and searched him. During the search he transferred a sum of \$1.15 to his own pocket. One of the occupants then slipped out and returned with an Indian Sergeant. Even then the defendant still attempted to continue his bluff. In Court he said that he had gone to the house to buy opium. Sentences aggregating twelve months' hard labour were passed.

JUNK MASTER THREATENED. ECHO OF CRUISER ARMS CASE.

When three boatmen were charged at the Kowloon Magistracy yesterday with detaining a junk-master, for ransom, the defendants alleged that he was the receiver of the arms stolen from the Chinese cruiser, *Kwang Ching*, while she was in Hongkong harbour. Some months ago a member of the cruiser's crew was sentenced to one month's hard labour in connection with the theft. Inspector Pincott said that the complainant alleged that the defendants had demanded from him \$250 and threatened to have him arrested. He was taken to a house in Water Street where he was detained. Mr. A. J. O'Donoghue appeared for the defendants. The case was adjourned for a week, bail of \$800 being allowed.

Mr. Brown—I put it to you, there was a lover in Harbin? Witness—I don't deny I knew several men. Yes, very well!—There was nothing intimate.

The Judge, addressing the jury, said that in modern practice, if a husband could prove that a wife had behaved in such a way that it was impossible for him to live with her, even without the commission of some offence, that was sufficient. Matrimonial cases always were puzzling and this one no less so than the majority. One puzzle was why the lady should want to go back to a husband she apparently did not treat with much respect. Another puzzle was why a man who wrote such letters as the husband did, now refused to take her back, and it was puzzling also that, in view of his stories of her violence, he should so short a while afterwards write those letters.

BIASSED PERSONS.
The evidence of private enquiry agents ought always to be considered with the very greatest caution, because they go out to discover something and are not unbiased persons," the Judge said. "I do not suggest they are perjurers, but they are biased. They are paid to find out things, and if they don't find something they lose business."

After considering for a half-hour the jury announced that they found the petitioner had been guilty of violence, but not to the extent alleged by the respondent. They did not consider the evidence produced sufficient to prove that the petitioner had committed adultery. Mr. Wing thereupon asked for an order. The Judge ordered a restitution of conjugal rights within 14 days.

THE DICTATOR.

CHIANG KAI SHEK'S POSITION
CONFIRMED.

MOVEMENTS IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

To complete the dictatorship of General Chiang Kai Shek in Canton, the Kuomintang on June 5th commissioned him the "Commander-in-Chief of all Revolutionary Forces of the Kuomintang." This commission has been decided upon in order to legalize his military dictatorship, a position he has assumed for himself more or less since August, 1925. General Chiang was officially a member of the Military Commission of the Kuomintang and Commandant of Cadets of the Central School of Political and Military Science at Whampoa. He has lately been acting Chairman of the Military Commission on account of the absence of Mr. Wang Ching Wei.

NORTHERN EXPEDITION.

The much-talked-of Northern Expedition of the Kuomintang in Canton is proving to be more or less an agitation only, according to information received from the northern districts of Kwangtung. So far only small detachments of the army corps of Generals Chu Pei Teh and Li Tsai Hsin have arrived at Shikwan, and they have not been very anxious to go further. As a few companies only are moved at one time and some men have been leaving Canton almost every day, it looks in Canton as if the military preparations have been very active. These movements are now, however, regarded as having more of a political than a military purpose.

Persons knowing the position around Canton are not being fooled, and the opinion prevailing is that the Kuomintang will not find much sale for their war bonds, notwithstanding the announcement that the proceeds from the bonds are to be devoted to harbour improvements and industrial developments.

"SYMPATHY" WITH BRITISH
MINERS.

On June 7th a mass meeting of workers in Canton was held on the grounds of the Kwangtung University to show sympathy towards the coal workers now on strike in Great Britain. Some 180 labour unions and Communist subsidiary organizations of the Southern Capital participated in the parade and demonstrations. On Sunday, the 6th, 41 lecture groups with five members scattered throughout the city and addressed the men on the streets, approving the action of the mine workers and attacking "imperialism and capitalism" in general. A manifesto of more than a thousand words was issued by a so-called Merchants' League offering sympathy and support to the strikers in Great Britain. "Of the 1,500,000,000 persons on this world," according to the manifesto, "some 1,250,000,000 are sympathetic towards the strikers of Great Britain." There were the usual references to small and oppressed peoples in the document.

An effort will be made, it is said, to raise a fund for the miners in Great Britain.

CONTROL OF THE PRESS.

To control the Press in Canton, the Bolsheviks have influenced the Printers' Union and the Newspaper Delivery Boys' Union to demand that the Canton Press Association, an organization of daily newspapers of Canton, should co-operate with them in the formation of a Central Union of Newspaper Workers supporting the Kuomintang.

Yesterday all newspaper printing staffs stopped work in order to join in the Labour parades in sympathy with the British coal workers and as a consequence there will be no newspapers in Canton to-day. (In Hongkong, Chinese newspapers were not issued on June 7th, because all the printers took a holiday on the 6th to celebrate the anniversary of their union.)

REGISTRY OF LABOUR UNIONS.

The Kuomintang in Canton have ordered all Labour Unions to register again during the month June 5th and July 5th. All those failing to do so will be (Continued on next column.)

THE BOYCOTT.

DELEGATES SUGGESTIONS.

PROPOSED FORMATION OF JOINT
COMMITTEE.

[FROM OUR CHINESE CORRESPONDENT.]

Dr. Leung Pui Kie and Mr. Ma Pak Lin, commissioned by the Canton General Chamber of Commerce, to call on similar and other trade organizations in Hongkong with a view of promoting an early settlement of the boycott, visited the 34 Trade Guilds and the Chinese General Chamber of Commerce yesterday afternoon, presenting the letter published in the *Daily Press* yesterday.

The commercial bodies visited yesterday assured the Canton delegates of a sympathetic hearing, but stated that they could make no definite move until meetings of their members had been held. The Chinese General Chamber of Commerce will bring the matter forward at its meeting to-day.

The proposal, so far, is that a joint committee of representatives of the Canton and Hongkong Governments and Canton and Hongkong commercial and labour associations be organized to undertake the settlement of the difficulties now existing. Whether or not this scheme is practical will be further considered by the Hongkong Chinese organizations. In the meantime, a few of the leading Hongkong Chinese will sound the Hongkong Government on the subject.

A member of the visiting delegation, while stating that his mission was simply to deliver the message, expressed the opinion that the Kuomintang were sincere in the endeavour now being made to put an end to the trouble between Canton and Hongkong.

A well-known local Chinese merchant, when pressed for his view, was not very optimistic regarding the outcome.

subject to removal from the Kuomintang registry of labour organizations under the Bureau of Agriculture and Labour.

MR. SUN FO.

On Mr. Sun Fo, son of the late Dr. Sun Yat Sen, assuming office as acting Chief Commissioner, or Mayor, of the Canton Municipality, he appointed Mr. Tang Shao Yin, Municipal Treasurer, in place of Mr. Tam Wey, Dr. C. C. Wu's relative and appointee, who left Canton at the same time as Dr. Wu.

VARIOUS ITEMS.

In addition to the demand of the Kuomintang for \$10,500 daily for allowing *fantan* gambling to start again openly on the south side of Canton City, the Strike Committee is also asking for a similar sum every day. The Committee bases its claim on the ground that a re-opening of the game will necessitate the return by the Committee to the *fantan* gamblers of the many houses which have been used by the strikers as lodging places since the close of *fantan* some 12 months ago.

Kuomintang Clubs along the Canton-Samshui railway are reported to have resorted to the corporal punishment of those who refuse to contribute to the Clubs' support. A victim, one Kwong Lit, of Taichen Mart, it is stated, had his right ear cut off by the Kuomintang members for having neglected to pay the amount demanded from him.

It is reported that the military police who attempted to search the home of Mrs. Wu Te Chen a few nights ago had no warrant to do so; and that General Chiang Kai Shek has promised to investigate the matter. Friends of Mr. Wu Te Chen have petitioned General Chiang Kai Shek to have him released of the chains with which he has been fastened, but no favourable reply has been received.

General Chiang Kai Shek, with the advice of M. Borodin, has nominated Mr. Chang Ching Kiang, Professor Koo Man Yu, and Mr. Eugene Chen to replace Mr. Hu Hui Min, Mr. Wang Ching Wei, and Mr. C. C. Wu in the Kuomintang Party leadership in Canton.

Dr. C. C. Wu left Hongkong for Shanghai by the a.s. *President Lincoln*, on June 5th, under the name of Wu Ti Yun, or T. Y. Wu.

Reports from the Shantak and other silk centres of Canton show that the third silk crop is also bad, owing to the unfavourable weather.

THE HOUSE BEAUTIFUL IN
HONGKONG.EASTERN AND WESTERN IDEAS
ABOUT DECORATION.

THE PRIDE OF POSSESSION.

[BY AN OLD RESIDENT.]

Sometimes I think it would be a good investment to give Miranda a motor-car and encourage her to drive it. It would keep her active brain occupied. She would probably want to have it "done up" about every three months, because she is always interested in the colour schemes of everything she sees.

My own ambition is to retire as soon as possible, but Miranda has other views. She contemplates the prospect of having a man hanging about the house all day with no enthusiasm. Whenever we find our conversation drifting round to my favourite topic—retirement—she abruptly terminates it with the tag "Satan finds some mischief for idle hands to do."

THE WINDOWS.

When that ridiculous statement has reduced me to silence for a time, Miranda begins to talk about her hobby. In these hard times people can't afford to have hobbies. The women were much happier in war time when they were hard at work.

Miranda's hobby is her house. You have heard, perhaps, the expression "house-pride." It is often associated with war-profters and vulgarity. Any virtue can be made into a vice by those who have no soul. With Miranda "house-pride" means something that is refined. She really loves scheming out the colours of the walls, the curtains, the chair covers and the carpets. When she is in any way depressed she rearranges the furniture of the drawing-room. She says it is a tonic for her jaded nerves.

She has never really forgiven the Hongkong architects for using up so much space with windows. She has argued the matter out with many a house-designer who is now free from all such arguments in England. She declares that it is impossible to make any room look really nice when there are so many windows in it.

THE INSIDIOUS EAST.

When first we came out to the Far East Miranda admired Chinese silks and satins and blackwood furniture. Being always anxious to please Miranda, and having an hour or so to spend while she was having a dress fitted, I was persuaded by an acquaintance to accompany him to a local auction room. It was a great mistake. I admit that, having made one bid, the spirit of "Never give in" made me determined to get something for my trouble. To be quite frank it was rather exciting. A sort of a mixture of the thrills associated with gambling and hunting. When the curious assortment of blackwood furniture, fire-irons and reputed Ming vases arrived next day it was obvious that my little plan of giving Miranda a surprise had succeeded. She also surprised me by sending most of my purchases back to the auction rooms, where they realised less than half the price I had paid for them.

Miranda, in those days, admired Chinese art when she saw it in entirely Chinese surroundings, she thoroughly disapproved of the mixture of Eastern and Western ideas that you see in some drawing rooms.

Gradually, however, the East has been having its effect on Miranda. She loves Peking lanterns and Tientain carpets. She adores the snuff bottles and the vases which are named according to the Chinese dynasty in which they were made.

It is quite useless to remind Miranda that the weather conditions out here make it very expensive to maintain bright colours in her furnishings. She says that she has to live in the house and that she is sensitive to her surroundings. She admires the gorgeous colours of some of the dresses which the wealthy Chinese ladies wear. She is satisfied that they have been perceptions for the colours that are beautiful.

(Continued on next column.)

INSUFFICIENT SALARY.

INDIAN SUES EUROPEAN WARDER.

An Indian moneylender failed in his claim for the return of money lent to a European warder at the Summary Court yesterday. There is a regulation in the Colony, to the effect that any person who lends money to a Government servant whose salary is under \$200 a month, has no legal claim against the borrower.

Defendant said that when he borrowed the money no mention was made of salary. He was corroborated by an Indian who was present at the interview when the money was handed over. Defendant claimed that he had paid large sums in interest to the plaintiff.

Mr. Justice Wood said that three per cent. per month interest was little above the average, which was two per cent.

Mr. D. McCallum representing the plaintiff said that more often than not such interest was fictitious. Indian moneylenders had as much as 10 per cent.

His Lordship said he was not satisfied that defendant had told the plaintiff that his salary was higher than what it actually was. He, therefore, gave judgment for the defendant.

ALLEGED EXTORTION.

SANITARY DEPARTMENT INTER-
PRETER CHARGED.

Before Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday, Hung Ping Cheung, an interpreter at the Sanitary Department was charged with attempting to obtain money from a Chinese pork butcher by false pretences.

Mr. W. B. Hind defended, and pleaded not guilty.

Sergeant Chesterwoods said that complainant, a pork butcher at Kowloon City, alleged that the defendant on March 5th entered his shop and challenged him with having sold fresh pork without a licence. He then said that a European Sanitary Inspector wanted \$30, whilst complainant should also give defendant as much as he could. Complainant arranged to meet him next day at a tea house, but did not turn up. He had stated that he had paid money to interpreters previously, and on this occasion informed the police.

Complainant went into the witness-box and gave his story as outlined by the Sergeant.

The case was adjourned until Friday afternoon.

THE END OF THE GENERAL
STRIKE, 1926.

His Gracious Majesty
Appealed to his country
To work for Peace—and then
Good will among all men.

His staunch Prime Minister says,
The Lesson I will read—
"The country's urgent need
Is work, whoever pays."

Soon Peace, we know, he'll bring
To office and to mine
Now let us gladly sing
Hymn number 109.

NO. 109.

The strike is o'er the battle won—
Now is our country's task begun—
Her Constitution's will be done—
God help England.

Reds deadliest powers have done their
worst—
We have put Freedom's duty first—
Would this could quench the social thirst!
God save England.

Least the Red peril far should spread
And chaos reign in order's stead—
Think of the Empire—Look ahead.
God bless England.

C. H. S.

Perhaps, after all, Miranda is more in her natural setting in her pretty drawing-room than if she were tuning up a motor-car. It takes all sorts to make a world and capable lady motorists and who know all about carburetors and magnetos have their admirers. At the end of the day, when the worry that accompanies business in these times has had its devastating effect, it is good to look around at the beautiful home that Miranda has created.

In the early days of the Colony there were few refinements in the life of the pioneers. Yet it was a fact that when the taipans retired they invariably had one room in the English home furnished entirely with Chinese blackwood, carpets and silks. Perhaps when we retire Miranda will carry her treasures to that house in England that exists only in my imagination. I may one day be able to afford a motor-car and that would give me plenty of work.

The mischief of the whole business is this. We cannot possibly hope to be able to afford both a beautiful drawing-room and a motor-car. The new generation would most certainly think first to her home. After much cogitation it seems to me that Miranda, as always, is right. For the sentiment of the old song is still true. "There's no place like home." Especially when the home is in England.

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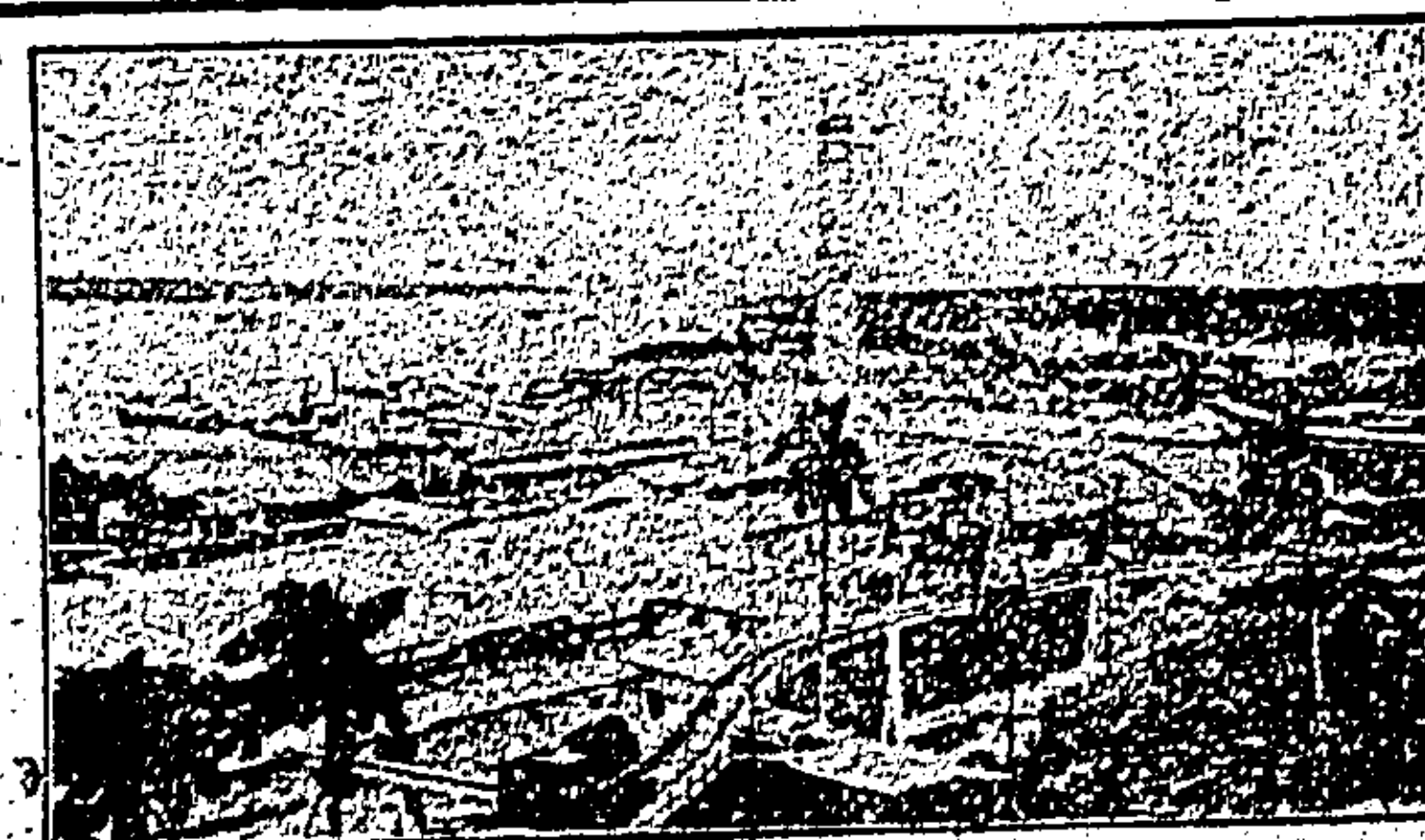
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NEW ADVERTISEMENTS.

NOTICE.

THE Catholic Community are Very Cordially invited to a RECEPTION to be held in the Theatre Royal at 8.30 P.M. on MONDAY, the 14th JUNE, 1926, on the Occasion of the Presentation of Addresses to the Right Reverend Monsignor E. VALLORTA, Vicar Apostolic of Hongkong.

For the Committee,
C. A. B. ROZA, President.
G. P. DE MARTIN, Secretary.
Hongkong, 7th June, 1926. [3651]

THE HONGKONG TUG & LIGHTER CO., LTD.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, on THURSDAY, the 24th JUNE, 1926, at 11.30 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ended 31st March, 1926, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st JUNE, 1926, until THURSDAY, the 24th JUNE, 1926, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1926. [3652]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE FORTY-FIFTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., 22nd Street, Hongkong, on THURSDAY, the 10th JUNE, 1926, at 12 Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 24th JUNE, 1926, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 20th May, 1926. [3657]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the Jockey Club Room, Hongkong Jockey Club Annex, on MONDAY, 8th JUNE, 1926, at 6.15 P.M.

By Order,
C. B. BROWN,
Secretary.
[3647]

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BY ORDER OF THE MORTGAGEES.

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LOT No. 2.
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A. S. WATSON
& CO., LTD.

AERATED WATER MANUFACTURERS.

[360]

BIRTHS.

HONG.—On May 28th, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. A. B. Hogg, of Shanghai, a daughter.

CARR.—On June 2nd, at St. Marie's Hospital, Shanghai, to Mr. and Mrs. P. CARR, the gift of a daughter.

WEDDING ANNOUNCEMENT.

The marriage of Miss Dorothy KING and Mr. W. A. Noyers will take place on Wednesday, June 9th, at 3 p.m., in St. John's Cathedral. No invitations are being issued, but all friends will be welcome at the Cathedral and a reception afterwards at "Tandragee," 372, The Peak. [3646]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 8th, 1926.

IS THE MOSQUITO USEFUL?

The Ministry of Health, in Great Britain, has been carrying out what may be called a series of experiments with mosquitoes. A psychologist in Vienna, named Dr. WAGNER VON JAEGER, claims to have been successful in his novel treatment of paralysis. His method is to inoculate the patients with malaria germs. Mosquitoes, which are known to be infected with the malaria parasite, are allowed to bite the paralytic person who is to be treated by this new method of using disease to cure disease. The Ministry of Health has evidently been so impressed with the results obtained by Dr. WAGNER VON JAEGER, and others who have followed his suggestions, that arrangements have been made for the Board of Control in public mental hospitals to use this method under the auspices of the Ministry. The mosquitoes that are infected with malaria are supplied in sealed tins to the asylums where the treatment is

being carried out, and every precaution is taken with the little insects so as to make sure that the mental patient will get a really full dose of malaria. They are starved in order that they may become more voracious than usual and it has been recorded that, in the course of a fortnight, the patient so treated develops a very high temperature and all other symptoms associated with the disease.

As far as we are able to understand, there are different kinds of malaria, just as there are different kinds of mosquitoes. It may surprise some of our readers to learn that the original stock of the mosquitoes employed by the Ministry of Health came from Romney Marsh, because many people think that the anopheles, the mosquito that we associate with malaria, is to be found only in the tropics. The fact remains that the method employed by the Ministry of Health is to breed from the Romney Marsh mosquitoes and to use them as carriers of the malaria parasite. It has been noticed that they will not bite certain individuals even when they are starved, and in that case injections are essential. It is said that this method of treating mental cases has been used for four years in Liverpool with considerable success. Most of us have such an instinctive dread of disease that we shrink from the idea of becoming infected by artificial methods. It is, however, the system upon which the modern method of the cure or prevention of diphtheria, small-pox and enteric is based.

Despite the many successes which have been recorded by the medical profession in the application of this idea of using one type of parasite to neutralise the efforts of another discordant element in the human body, we cannot help feeling that the new method of using mosquitoes to cure paralysis is still in an experimental stage and that the results should be accepted with reserve. It takes some years to test the ultimate effect of such a treatment. Dr. VON JAEGER made his first experiments as long ago as 1887 and his method of treatment has been used a great deal on the Continent of Europe. Data is being accumulated but the most that can be said at the moment is that high hopes are entertained that the final results will justify the enthusiasm of those who firmly believe in the cure. If the method is proved to be successful it will open up an enormous field of medical research. It was a great boon to the human race when JANSSEN and ROSS proved that malaria was caused by a particular type of mosquito. Other types carry other parasites. We are now informed that the fever known locally as dengue is due to the mosquito although it used to be attributed to the sandfly. Is it possible that influenza and even certain types of colds are caused by the bites of insects?

We will, however, continue to urge the local Government to carry on its war against the mosquito in Hongkong. The French are said to have lost 22,000 men in their effort to build a Panama Canal. It was really the mosquito that defeated DE LESSERS and his colleagues in that enterprise. The Americans carried out anti-malarial works at a cost of 5 per cent. of the total cost of constructing the Canal. They made the district, comparatively speaking, healthy. Surely by intense application of the local medical and engineering resources in this Colony it should be possible to stamp out entirely the malaria-carrying mosquito. If ever we want to produce the dreaded fever artificially we can import the necessary number of mosquitoes in carefully sealed packets.

A Chinese woman was bitten by a dog in Pokfulam Road on Sunday.

There is to be a meeting of the Chinese Chamber of Commerce this afternoon at 2.30.

An elderly Chinese jumped into the water from a ferry launch at Mongkok, and although rescued, died later in hospital.

A meeting of the Hongkong Philharmonic Society was held last evening at St. John's Cathedral Hall. Proceedings were private.

A gold watch and chain and some clothing of the total value of \$70 were stolen from the shop of R. Tagashi, of No. 1, Wing Lok Street, yesterday.

The total output of the Kailan Mining Administration's mines for the week ending May 22nd amounted to 31,537 tons and the sales during the period to 40,033 tons.

One British imported case of diphtheria was reported in Hongkong during the 24 hours ended June 4th. No case of notifiable disease was reported during the 48 hours ended June 6th.

Comdr. (E.) B. L. G. Sebastian has been appointed to H.M.S. Tamar, addl. (May 14th); and as First Assistant to Chief Engineer, Hongkong Dockyard (from date of joining).

The forthcoming wedding is announced of Mr. Julius Holm, clerk, residing at 119, Praya East, third floor, and Miss Lindamira A. Lopes, telephone operator, residing at 8, St. Francis Yard, second floor.

Before Mr. J. H. B. Nihil at the Kowloon Magistracy yesterday, a Chinese stowaway from Shanghai on the s.s. *Javanese Prince*, and the Chinese steward, who was charged with aiding and abetting, were remanded until Thursday.

Several small thefts occurred during the week-end. Jewellery and clothing to the value of \$41.50 were stolen from the residence of Mr. Meyer, at 1, Pratt Building, Kowloon; clothing worth \$42.50 was taken from a house in Shaokwan, and a watch, valued at \$32, from the house of a Chinese clerk at No. 50, Queen's Road East.

The Rev. T. C. Wu, General Secretary of the Chinese Mission to Lepers, Shanghai, who is at present in Canton obtaining support for the movement, is expected in Hongkong at the end of this week. It has been arranged that he will give addresses on the work and object of the Mission at St. Stephen's Boys' and Girls' College, and also at various Chinese schools in the Colony.

To-morrow (Wednesday) morning at 10 o'clock at the Kowloon Fire Brigade Station, the Captain Superintendent of Police, Hon. Mr. E. D. C. Wolfe, will present certificates of the St. John Ambulance Association to the men of the Kowloon Fire Brigade who passed successfully an examination in First Aid Work. The men were trained under the auspices of the Chinese Y.M.C.A. Ambulance Division.

Sentence has been passed in the case which was reported in Saturday's issue concerning two brothers, a houseboy and a cook, employed at No. 67, Wong Nei Road, who were charged at the Central Magistracy before Mr. E. E. Lindell, with assisting the wash man of the house during the absence of their employers. The first defendant, against whom improper behaviour was alleged, was sent to prison for four months' hard labour, and ordered to receive fifteen strokes with the birch; while the second defendant was sentenced to two weeks' hard labour.

PEAK TRAM ENGINE BIDS ADIEU!

I pass! A long, subdued farewell
To you, my loyal friends!
I leave the future, yours, to tell
Of how my lost power ends.
The swish—and pause,—and muffled roar,
The sounds ye knew so well of yore,
Rush on in steamy breath before
The glow my old tale lends!

Ye knew me long! The mists have bowed
To eight and thirty years,
Since first my heart-beats echoed loud,
And ye were drawn from street and crowd,
From club and mart and banquet proud,
From all your hopes and fears—

To leave your fate a little space
Within my care, and rest;
I smile, recalling many a face
Whose owner passed me in life's race,
Working, perhaps, at rougher pace
Than I, with steady zest.

I came, full strange to Orient ways,
A marvel was I then—
But now I sink into the haze
Of old and outworn yesterday—
As rushlight by a fiery blaze
Seems now my power to men.

Then just in time—my rest I take,
My strength to lie asleeping—
My Peak is reached—I've scorned to break
My faith (or cable!)—now I make
My bow,—nor wish your trust to shake
Given to strangers' keeping!

GLADYS JACKSON.

Hongkong, June 7th, 1926.

LOCAL WILLS.

LATE MR. G. B. DODWELL.

The late Mr. George Benjamin Dodwell, a director of Messrs. Dodwell & Company, who died at Coniston, Langley Road, Watford, England, on October 9th, 1925, left property in Hongkong to the value of \$63,000. His English estate was £70,931.

He shared his property amongst his family. The attorney appointed in regard to his Hongkong estate, was his son, Mr. L. G. S. Dodwell.

Deceased directed that his remains should be cremated, and his ashes be buried at Watford. "In order to prevent the possibility of a mistake," "I desire that before my coffin is closed my executors shall require that a doctor shall satisfy himself that death has taken place by severing one of the principal veins of the wrist."

LATE MR. W. L. WEASER.

The late Mr. William Lionel Weaser, architect, who died at St. Paul's Hospital, Hongkong, on August 12th, 1924, left property in England to the value of £1,143.

FOUND DROWNED.

THE SEA GIVES UP ITS DEAD.

During the week-end, the bodies of two Chinese women tied together around the waist were found floating near the Standard Oil Company's wharf at Kennedy Town.

Yesterday the bodies of five women from Lok Ma Chau were found in a creek near Mui Po village. It is thought that they were amongst the occupants of a cargo-boat, which capsized in the vicinity some time ago.

THE PEAK TRAMS.

ALMOST A NORMAL SERVICE.

FOUR CARS AN HOUR.

The Peak Tramway Company were yesterday able to run an almost normal service of cars, namely, four an hour. It is unlikely that this service will be increased until the drivers get more used to the new controls.

There will be no non-stop cars for the time being. When things get into full working order, however, the electrical system will permit a faster service than before.

The following extracts from the report of Mr. L. G. Scott, the Superintendent, give the reasons for the dislocation of the service on Sunday.

The first cause of the trouble was the bad kink which developed in the new rope after it was laid down on the track ready to attach to the new machinery. This necessitated putting on a new rope.

The cast iron eyes at the ends of the ropes for attachment to the cars were sent out from Home a quarter of an inch thicker than any previous ones. These had to be chipped down to size by hand before they could be fitted to the cars.

The trouble with regard to the kink at the rope was overcome in time to permit cars to be run by 7 a.m., but the difficulty with the large eyelet, delayed the service until noon. From this time until 5 p.m. emergency tests were carried out before Government representatives. Passengers cars were run from 5 p.m. until mid-night and re-commenced yesterday at 7 a.m.

FALL OF FRANC.

VERY SERIOUS POSITION IN FRANCE.

RESTRICTIONS TO BE ENFORCED.

[THROUGH REUTER'S AGENCY.]

PARIS, June 7th.

The renewed slump in the franc is likely to lead to something like a wartime rationing in France, according to the newspapers' interpretation of the Government's decision to restrict imports in order to improve France's balance of payment.

Le Journal says bakers will be ordered to close their shops once weekly, and butchers twice weekly. Bread cards may even be instituted, while means will be devised to prevent the speculative purchase of crops in France by countries with a high rate of exchange.

Le Matin says a plan to restrict consumption will probably affect wheat, flour, anthracite, coal, petrol and sugar, and certain public works may be suspended.

The statement that the Government contemplated using the gold reserve of the Banque de France to support the franc was promptly officially denied, but the newspapers declare it is hoped to negotiate a loan with American banks, even if the gold reserve of the Banque de France is not employed as a security which was first considered.

LEAGUE COUNCIL.

DARDANELLES PROBLEM TO BE CONSIDERED.

GENEVA, June 6th.

The British Delegation, headed by Sir Austin Chamberlain, has arrived to attend the League Council, which tomorrow for the first time, will consider the report of the International Commission on the Dardanelles, established under the Treaty of Lausanne.

The new building of the International Labour Office was officially inaugurated in the presence of International Labour delegates and a large public attendance. Twenty-two speeches were delivered.

EGYPTIAN POLITICS.

ZAGHLUL NOT INCLUDED IN NEW CABINET.

CAIRO, June 6th.

Zaghlul Pasha is not included in the new Cabinet, which is as follows:—
Adly Pasha, Premier and Minister for Interior.

Abdel Khalik Pasha, Foreign Affairs.
Morcos Pasha Hanna, Finance.
Zaki Pasha Abdel Seoud, Justice.
Aly Bey Shamsi, Education.
Kamel Bey Khashaba, War and Marine.
Mohamed Pasha Mahmoud, Communications.
Neguib Pasha Gharabli, Pious Foundations.
Fathallah Pasha Barakat, Agriculture.
Osman Bey Moharrem, Public Works.

POLISH FINANCES.

AMERICAN ECONOMIST TO CONTINUE INVESTIGATIONS.

WARSAW, June 6th.

Professor E. W. Kemmerer, the well-known American economist who investigated Polish finances at the beginning of the year has accepted the Government's invitation to return and continue his work.

BOWLING TOURNAMENT.

WORLD CHAMPIONSHIP WON BY SWEDEN.

STOCKHOLM, June 6th.

The international bowling tournament for the World's Championship (Individual Play) was won by Lillier (Sweden) 829 points; Gerdes (American) was second with 814 points; and Blechinger (America) was third with 804 points.

REICHSBANK'S RATES.

BERLIN, June 7th.

The Reichsbank has reduced the discount rate to 6 per cent. and the deposit rate to 7.

THE MOSUL FRONTIER. FAR EASTERN CABLE NEWS.

AGREEMENT BETWEEN BRITAIN AND TURKEY.

HISTORIC TREATY SIGNED.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 6th.

News has been received that the Anglo-Turkish Treaty, which Sir Ronald Lindsay, British Ambassador in Constantinople, has negotiated in Angora with the Turkish Government, was signed yesterday. The full text of the document has not yet reached London.

Its main importance is that it ends the long-standing dispute over the Mosul frontier and terminates an unhappy period of hostile, strained or controversial relations which have continued between the two nations since the Turkish entry into the war in 1915. In restoring an amicable relationship the Treaty lays the foundation for close economic and political co-operation and, while strengthening Turkey's international position, provides additional assurances against the reimposition of capitulations.

It is understood that the frontier laid down in the Treaty is, virtually, the Brussels line with a slight modification involving five square miles favourable to Turkey, this re-adjustment being, of course, subject to the consent of the Council of the Nations.

Turkey recognises Iraq and, in return for her abandonment of economic claims upon that country, receives a ten per cent. share in such royalties as may be payable to the Iraq Government from the Turkish Petroleum Company's concession.

The Treaty should undoubtedly allay fears of frontier aggression and clauses are contained in it which lay down arrangements for mutual assistance in dealing with brigandage and for the prevention of propaganda among tribes in the territories of the contracting parties. A permanent Turco-Iraq Frontier Commission will meet periodically.

Writing in anticipation of the Treaty's signature, the *Observer's* diplomatic correspondent says: "The importance of the settlement is that it will afford a *modus vivendi* between Turkey and Iraq, will allay fears of aggression on both sides of the frontier, will open the way to diplomatic and economic collaboration between Great Britain, Turkey and Iraq, and will remove one of the unsettling factors which has had its effect not only on Egyptian and Indian affairs but on many important aspects of Western European diplomacy."

[THROUGH REUTER'S AGENCY.]

DEMILITARISED ZONE.

CONSTANTINOPLE, June 6th.

The Mosul Convention, which was signed at Angora at midnight, upholds the Brussels line with a slight modification. One point in favour of Turkey maintains a demilitarised zone of 75 kilometres on either side of the Turco-Iraq frontier.

Turkey gets one-tenth share of royalties due to the Iraq Government from all oil in Iraq.

SEQUEL TO THE TREATY.

LONDON, June 7th.

At the conclusion of the Anglo-Turkish Convention, the surrender of Abd el Krim and the formation of a new Egyptian Government, as interacting developments, are likely to give the Chancellors of the Mediterranean Powers delicate problems in the near future.

According to diplomatic correspondents of Paris and London the latter are most satisfied at the new convention and opine that Mussolini's recent speeches have discouraged Turkish chauvinists seeking aggressive adventure.

On the contrary the *Echo de Paris* describes the convention as a triumph for Britain and says everything shows that the Anglo-Italian Governments have pursued a joint plan, and says Italy's interest at present centres in the Western Mediterranean. France has no reason to avoid negotiating with her on Colonial questions, but no sacrifices must be demanded from France or North Africa.

The *Daily Telegraph* foreshadows a meeting at which the respective views points may be ventilated, namely, an international conference of affairs in Morocco, in which France and Spain are joined, and Britain, Italy, United States, Belgium, Holland and Portugal as signatories to the act of Algiers, especially to deal with the administration of the international zone of Tangier, where matters are drifting from bad to worse under a "non-descript regime" established at the Convention in 1923.

PEKING POLITICS.

CABINET APPOINTMENTS BEING TAKEN UP.

PEKING, June 7th.

Tu Hsi Kuei and Yapp Wen Kai took up Cabinet posts to-day. It is thought probable that Dr. Wellington Koo and Chang Ching Hui will follow suit tomorrow.

CHILD LABOUR.

TEXT OF THE NEW JAPANESE LAW.

TOKYO, June 7th.

An official *Gazette* publishes the text of the Child Labour Law and Revised Factory Law, to be effective from July 1st. The former restricts the minimum age to sixteen after 1920. Meantime, fines are being imposed on employers not reporting to the police children who have not completed their lower primary grade of education.

The Factory Law institutes a higher scale of pensions and allowances from factories sickness, injury, and death.

[REUTER'S AMERICAN SERVICE.]

AMERICAN FEARS OF JAPAN.

NEWSPAPER ALLEGATIONS.

NEW YORK, June 7th.

Sensational headlines appear above a page and a half article in the *New York American* purporting to be a translation of the secret plan of the Japanese General Staff in October last year for rapid development in Manchuria and Korea, raising the output of iron, oil and coal, constructing the network of railway lines terminating in harbours, adding that Japan in war time will have a deficiency of basic war materials of twelve million tons yearly, whereas the possibility of securing materials from China is remote, because China, "as a neutral, might refuse supplies, and it is diplomatically inexpedient to send troops to Chinese territory."

A newspaper alleges in a supplementary report that Chang Tso Lin at present acutely feels the need for building a number of railways, thereby offering Japan an excellent pretext which is aimed against America. The report asserts the State with which a conflict for Empire in Far East is possible, has a navy superior to ours.

[BRITISH WIRELESS SERVICE.]

THE LIBERAL SPLIT.

FIGHTING SPEECH BY MR. LLOYD GEORGE.

RUGBY, June 6th.

Mr. Lloyd George, in a vigorous speech on the party controversy, yesterday, declared that he had no intention of accepting his dismissal from the Liberal party. So long as his constituency returned him, he would remain its Liberal member for Parliament.

FALSE TEETH FROM AMERICA.

20,000,000 IMPORTED EVERY YEAR.

No fewer than 20,000,000 false teeth, mostly from America, are imported into England every year.

This is one of the somewhat staggering facts adduced in support of a protective tariff on dental supplies, the absence of which is said to be robbing 10,000 people of employment and killing a new industry.

Most of the dental instruments and machinery used in England are American and German-made, the greater part of the fillings used to come from America, and there is even one firm of American manufacturers advertising in England that dentists have only to give them an order to fit up a surgery and it will be done to the minutest detail.

If anyone asks his dentist for a plate with false teeth the chances are that the teeth will be American-made and fitted into Americanised rubber.

So thoroughly have the foreign manufacturers seized the opportunity presented by the open-door policy that nearly all the local dental supply companies are tied to them under contract or are actually owned by them. This prevents the British manufacturer from making use of the existing distribution organisations for his own products.

Dentists can buy English goods at lower prices than those charged for foreign ones.

America has imposed a tariff of 60 per cent. to prevent the importation of British dental supplies.

EODY FOUND IN RIVER.

FEARED MURDER OF A.P.C. ASSISTANT.

CAPTURED BY BANDITS AT TAIPING.

It is feared that Mr. J. M. Phillips, Manager of the Asiatic Petroleum Company's depot at Nanning has been killed by pirates, by whom he had been previously captured.

A message from Canton a week ago, stated that Mr. Phillips was captured, near Taiping, Kwangsi. The report added that 200 troops had been sent out from Lungchow to effect his release.

On enquiry at the local offices of the A.P.C. yesterday it was stated that Mr. Phillips went on business to Lungchow, and then learnt that he could not get a motor-boat back to Nanning for a week. Rather than wait this period he decided to make for Taiping by sampan, although the danger of undertaking the journey in such a manner was pointed out. It was whilst on his way to Taiping in a sampan that he was captured by pirates.

During the week-end news was received in the Colony that a body believed to be Mr. Phillips had been found in the river. The European Commissioner of Customs at Nanning accompanied by a Chinese clerk in the employ of the A.P.C. went to the scene, but up to yesterday no news had been received concerning their investigations.

Grave fears are entertained, however, that the body is that of Mr. Phillips. The district in which he was captured is notorious as a bandit centre, but previously no European has been molested.

Although Mr. Phillips was not attached to the Hongkong office, he was well known to the Company's employees here, and was exceedingly popular. He joined the Company two years ago. He was 24 years of age, and a native of London.

"PRESIDENT GARFIELD."

EIGHTH VOYAGE AROUND THE WORLD.

The *ss. President Garfield* arrived in port yesterday morning from New York, San Francisco, Honolulu, Kobe and Shanghai on her eighth voyage around the world.

She had seven passengers for Hongkong, all from Shanghai, and 63 passengers for other ports. She also brought 372 bags of mail and 800 tons of cargo for Hongkong.

Among the passengers in transit were: Mrs. T. G. Donaldson, wife of Brigadier-General Donaldson of Manila en route to Manila from Shanghai; and Mr. A. Dryver, the Oriental Managing Director of the Nestle Milk Company, Shanghai, for Singapore.

MOTOR DRIVER FINED.

FAILURE TO STOP AFTER AN ACCIDENT.

At the Central Magistracy yesterday afternoon, before Major C. Willson, the driver of a public motor-car, No. 1989, was prosecuted by the Traffic Department with failing to stop after an accident, and also for having inefficient brakes on his car.

Defendant pleaded guilty. It was stated by Inspector Alexander (Traffic Department) the defendant's car had knocked a little girl down in Belcher Street, but the car did not stop after the accident. A police constable blew his whistle, but this did not cause defendant to stop his car. The constable, accompanied by a coolie, gave chase to the car. In response to further whistle blasts the defendant pulled up. When the car was examined by a police mechanic, the hand and foot brakes were found to be inefficient.

Defendant was fined \$25 on each charge, was ordered by His Worship to pay the mother of the little girl, who was not seriously injured when knocked down, \$10 as compensation.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:

The anti-cyclone over S.W. Japan has weakened. A shallow depression covers Indo-China.

Local forecast: E. winds, moderate, fair.

DISEASE CURED BY DISEASE.

MALARIAL INJECTION FOR PARALYSIS. HEALTH MINISTRY'S MOSQUITOES.

The treatment of paralysis by inoculating paralytic persons with malaria germs, mentioned by Dr. Wagner von Jauregg, the Viennese psychologist, at the Medical Congress at Wiesbaden, has been practised in recent years with considerable success and is now being carried out for the Board of Control in public mental hospitals under the auspices of the Ministry of Health.

The malaria injection is used in certain cases of general paralysis, the method adopted being to allow the patient to be bitten by mosquitoes which are infected with the malaria parasite. The infected mosquitoes are taken by an officer of the Ministry of Health in sealed cases to the asylums where the treatment is to be given. They are starved for some time before being applied to the patient, who, if bitten and infected, develops in the course of a fortnight a very high temperature and the usual symptoms of malaria. Whenever it is thought necessary the patient is segregated in a room with the doors and windows covered with gauze to prevent his being bitten by native mosquitoes or flies, which might carry and spread the infection.

A Harley-street physician, discussing the treatment explained that it must be one particular kind of malaria that is used for the injection, namely, that known as Benign Tertian. In certain earlier experiments, the subtleties, a much more virulent form, was occasionally used, with results that proved fatal, and this, he said, "has deterred people from using what appears to be a very wonderful discovery—a disease curing a disease."

RECRUITED FROM ROMNEY MARSH.

The original method employed in Great Britain was to infect paralytic patients in asylums with malaria, and then to take some of their blood, dilute it slightly, and inject it into others. There were certain difficulties in this form of treatment. It was found, for example, that the parasite dies out in the blood directly it becomes cold, and cannot therefore be transmitted to any distance. There is also a strong prejudice against allowing a patient to be injected with the blood of another whose antecedents he does not know.

"Therefore," the physician went on to say, "The Ministry of Health have undertaken to keep the mosquitoes on the premises. This they do by artificially breeding them and hatching them in captivity. The stock, which is recruited from Romney Marsh, are allowed to feed on some of the paralytic patients in lunatic asylums, and are kept in specially constructed cages, until they become infected, for others. During this period they have to be kept at the correct degree of warmth and moisture."

"The most refined method of applying the treatment is thus to allow the patient to be bitten by one of the Ministry of Health mosquitoes. The experiment is rendered difficult sometimes by the mosquito refusing to bite. It has been found necessary for this reason to kill the mosquito, dissect the head, and remove the salivary glands in order to inject them into the patient to be treated."

"The best results are those that have been obtained by certain observers in Liverpool, where observations have now been conducted over a period of four years. They report that, although a certain number of patients have died—patients suffering from general paralysis, who might have been expected to die in any case—about 35 per cent. of those treated in this manner have regained their powers and are able once more to resume civil life. In my own personal experience I know of two cases, both of which have returned to civil employment, and all the signs of the disease from which they suffered have so far as can be ascertained disappeared."

THE WORSE THE BETTER.

"It is too much to hope that results so satisfactory as this can be obtained in advanced cases of general paralysis. It is in the early stages of the disease, as Dr. von Jauregg has found, that the most is to be hoped from the treatment. And, taking the world generally, 25 per cent. represents the proportion of most favourable results."

"It is difficult at present to say whether the cure will be permanent, because even under the old conditions, persons suffering from general paralysis had lucid intervals, which sometimes lasted for several years. It may be, therefore, another five or six years before we can say whether or not patients can be treated successfully with malarial injections. From the experience that has been gained so far, it seems that the more malarial attacks the patients suffers from the better it is for him. It is generally found that after inoculation a period of ten or 12 days elapses before the fever starts. The patient then suffers daily from periodic attacks of fever, and the higher the temperature rises the better is the therapeutic result. If he can stand it, he should be allowed to go through 10 or 12 of these attacks before they are checked by quinine. A much smaller dose of the quinine will cure this artificially acquired malaria than that which will be efficacious for treating the disease in its natural form. This has given rise to a great deal of speculation by those interested in the subject."

This malarial treatment, it was added, has made great strides on the Continent since the date of Dr. von Jauregg's first experiments in 1887, but in Great Britain it is still, despite the interest of the Ministry of Health, rather spasmodic.

IN THE DOG DAYS.

KEEPING COOL BY KEEPING CALM.

The secret of the temperature's power to oppress lies in the fact that the heat is damp heat. This fact does not seem to be understood by many people, and yet the whole art of keeping cool depends on a knowledge of it.

Medical science has quite recently discovered that coolness depends on three separate factors:—

(1) The dampness of the air; (2) the temperature of the air; and (3) the movement of the air. The movement of the air is the most important factor of all. But the dampness plays a very great part.

The reason is that water evaporates in dry air, but does not evaporate when the air is wet. Wet air, indeed, is like wet blotting paper; it cannot "soak up" any more moisture.

Now the human body keeps cool by means of evaporation. It has an evaporating system of its own—the sweat glands. As soon as the skin becomes hot sweat breaks out, and this is evaporated into the air, provided that the air is dry. The result is cooling, because the evaporating sweat uses up heat.

But if the air is wet this comfortable process cannot take place. The sweat remains on the skin, which becomes wet as well as warm.

AVOID EXCITEMENT.

If a slight breeze is blowing the situation is not so bad, because moving air has a high cooling power. On the "hottest day," however, the air was utterly stagnant. There was no air movement, and there was no evaporation. In other words, we were robbed of our natural powers of getting cool on one of the days when we were all in greatest need of using these powers.

This may happen again in the present season, because the air tends to be damper from June and July on. What are we to do help ourselves?

We can do this in two ways, about which most of us are strangely ignorant. In the first place, we can fast until the cool of evening comes to our rescue; in the second we can avoid excitement of all and every kind.

Excitement is far more heating to the blood and body than exertion.

SELF-CONTROL THE SECRET.

Most of the people who suffer from heat stroke, for example, become ill after meals while they are talking or disputing. Heat collapse frequently takes place at public meetings or in places of entertainment—where feelings are apt to run high. It occurs also, fairly often, during quarrels or arguments.

In hot weather, subjects which irritate should be banished from the mind, and mental work of all kinds cut down to the lowest ebb. Indeed, it is a good thing to take difficult problems home from the office and consider them after sundown.

Smoking, too, should be indulged in very moderately during heat wave. All tobacco tends to heat the skin, but cigarettes are the worst offenders in this respect.

The cool of the evening is the time for eating and smoking, and even for working, while the "dog days" last.

Most of us cannot avoid work even on the hottest and muggiest afternoons. But we can all take our coats off and roll up our sleeves, and we can all deny ourselves the foolish "cooling drink" which makes those who swallow them hotter. We can refuse to be hurried or flurried. We can put our pipes and cigarettes away, and refrain from both luncheon and afternoon tea.

If we exercise that self-control, we are most unlikely to take any hurt from the hottest weather which the climate is likely to inflict on us.—*Weekly Dispatch*.—By a Harley Street Doctor.

BOOT LEATHER FROM SHARKS.

NOVEL INDUSTRY IN WEST AUSTRALIA.

Mr. H. J. Shepherson, F.R.G.S., writing in the *British Australian and New Zealand*, describes a new industry for Western Australia which may in future affect for good the British and other settlers in that region. It appears that sharks, those dreaded denizens of the ocean, infest those coasts in great numbers, and according to Dr. Alfred Ehrenreich, this fact may have great commercial importance. This research worker has found that the hides of sharks can be successfully tanned, an average of ten square feet being generally obtainable from this part of a shark. The leather is durable and suitable for soles of boots: a material from which soft leather for boot uppers is obtainable can also be produced from the shark's stomach. Besides this, from the shark's liver and intestines medical and other oils can be expressed; glue can be made from its head; its teeth can be utilized by jewellers; from its secretion of pancreatic acid, insulin, a cure for diabetes, can be manufactured, and its flesh and fins are edible. The shark is, in fact, now declared to be more valuable to man than a pig. The new venture in catching these monsters of the deep is to be launched, states this writer, at Shark's Bay, about 200 miles from Fremantle.



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INTERPORT CRICKET.

HONGKONG'S INNINGS DEFEAT BY MALAYA.

DESCRIPTION OF THE PLAY.

The Singapore papers to hand by yesterday's mail give a detailed description of Hongkong's defeat by Malaya.

The *Straits Times* says:

The sweeping defeat sustained by the visitors at Singapore was the result of their collapse in their first innings. Malaya batted first on Friday morning on an excellent wicket, and compiled the unexpectedly large total of 333, thanks to some brilliant batting by Rhodes, Hamilton, and Armitage.

A DEBACLE.

Hongkong's opening batsmen played out time on Friday, and the next morning an astonishing debacle was seen. Hongkong were all out in an hour and a half with 33 runs scored.

Bostock Hill, the Negri Sembilan bowler, took nine wickets for ten runs—an amazing feat for inter-colonial cricket—and the highest score on the visitors' side was Powell's ten. No less than seven batsmen were out to comparatively simple catches given off Bostock Hill's bowling.

The luck of the toss undoubtedly went against Hongkong, but there was little in the condition of the wicket, and not so much as might be supposed in the bowling, to explain so sensational a failure. There is no doubt that the visitors were bothered by the tropical sunlight, and the wicket on the padang, naturally slower than the fast Hongkong wickets, was slower than ever on Saturday morning after overnight rain, but the Hongkong batsmen were able to deal very competently with the Malaya attack in the afternoon, knocking up the respectable total of 236 in four hours, and there was no reason why they should not have done the same thing in the morning had they followed the same defensive policy.

MALAYA'S ATTACK.

The bowling of Bostock Hill, Clarke, and Huggins was certainly not to be scored off with any ease, but the attack in the first stages of a representative match rarely is, and it was clearly up to the Hongkong batsmen to play the bowling with the utmost caution until they had taken the edge off it, and until they felt at home in the unfamiliar conditions.

Bostock Hill was keeping his usual consistent length, and was bowling dead on the wicket, while the ball was getting up very awkwardly, but if the batsmen had played him with the same patience that they displayed during the afternoon Singapore would probably have had a third day's cricket on Sunday.

IMPRESSIVE BATTING.

Despite Bostock Hill's sensational success on Saturday morning, it was in batting rather than in bowling strength that the Malaya side was impressive. The visitors' own statement that they were not a strong batting side was demonstrated by the play, but nevertheless the Malaya skipper had to try no less than six bowlers—Bostock Hill, Clarke, Huggins, Armitage, Grenier, and De Vitre—to get them out in their second innings.

The Malaya batting was delightful to watch, and was fully worthy of a very memorable occasion in inter-port cricketing annals. In the opening stages there signs of nerves, the first three wickets falling with the score still in the thirties. Then Hamilton and Armitage became associated in an invaluable partnership and took the total to 119 before Armitage was out. Hamilton had more than one "life," but he was very unfortunate in failing to get the four runs required to complete his century.

He was at the wicket nearly two hours, and by the time he left the prospect for his side were very different to what they were when he joined Armitage.

For the connoisseur, Rhodes' innings was the feature of the match. He gave no chances and scored 102 in eighty minutes, hitting one 6 and twelve 4's. Foster and De Vitre made useful contributions, and a bright day's cricket closed with the Malaya total at 333.

HONGKONG'S FIRST INNINGS.

The Hongkong batsmen, faced with a task which would have taxed the full batting strength of the Colony, had ample occasion to lament the fact that they had had to leave four of their best men behind. They were asked to pass one of the largest scores made in inter-port cricket, and they failed altogether.

It is just a case of the sudden and disastrous rot that sometimes overtakes a batting side, and unfortunately for the visitors they produced no pair to do for them a similar service to that rendered by Hamilton and Armitage for Malaya.

The right tactics for the visitors were those of extreme caution until they knew what they were up against, and had they been content with stopping all the straight ones and picking up any runs they could off the loose ones they might have met Malaya's challenge much more successfully.

If they had only stayed until the sting was taken out of the bowling the runs would have come later on, for Hancock, Ramsay and Bowker showed in the second innings that they could punish loose stuff as effectively as anyone. It was this initial attack of nerves that spoilt Hongkong's chances altogether, and—looking at the game as a whole—those chances were better than might be supposed.

Their team was regarded in Hongkong as a distinctly weak one, but the batting strength of the side they took to Shanghai last season was little better, and they inflicted a sensational defeat upon the strong northern side.

Had they only shown the same solidity and patience in their first innings at Singapore that characterised their second, it is not impossible that they might have repeated their Shanghai feat against Malaya.

ODDS AGAINST HONGKONG.

The Malaya eleven was, however, a very strong one, and the field open to the selectors was so wide that they could have made greater concessions to up-country feeling without lowering materially the high standard of the eleven.

Malaya's attack, while not as deadly as Bostock Hill's first analysis might lead anyone to suppose, nevertheless demanded great respect, particularly from a side which was far from confident of its batting strength, while the standard of the Malaya batting is shown by the total which was compiled against pretty useful bowling and fielding.

In taking on Malaya the odds were heavily against Hongkong, where competitive cricket does not exist to the extent that it does in Singapore, and the resources to be drawn upon are certainly not greater than those available in Singapore alone, quite apart from the up-country State and Settlement teams.

It was, of course, the duty of the selectors to choose the best team they could find in the whole country, irrespective of local or communal feeling, but it was rather a pity that the team was not a more representative one. However, the picked Malaya side won handsomely, and any natural regrets felt in the F.M.S. that Maartensz, of Selangor, or Dickson, of Perak, were not in the side will be allayed by the sight of their own player in action against the visitors at Kuala Lumpur this morning.

SOMNOLENT CRICKET.

After their experience on Saturday morning the Hongkong men could not be expected to display any fireworks in their second venture, and the first three hours play on Saturday afternoon were very dull, the monotony being relieved by a very occasional four or by some clever stroke of fielding.

The play was watched with notable patience by a large gathering in the S.C.C. pavilion, and on the padang by the largest crowd that has been attracted to a cricket match here for many years. Hongkong wanted about 300 runs to avoid an innings defeat, and their obvious policy was to stay at the wicket as long as possible and take no chances with the bowling. They put up a very gallant fight, and everyone wished that they had done the same in the morning.

They could not escape an innings defeat, but at least they had the satisfaction of showing that their first innings was an unhappy freak, and gave a very misleading impression of their cricketing worth.

PLAY IN SECOND INNINGS.

Stripp and Sayer opened their innings and stayed together for nearly an hour, Stripp being stumped during the first over he received from Hamilton with the score at 20. It took nearly an hour and a half to send up the first fifty, and shortly afterwards Fincher was smartly caught by Bostock Hill in the slips.

Armitage, De Vitre, and Grenier were all tried at the S.R.C. end, and the Negri bowler's off breaks were succeeding in a sensational fashion. At the other end Bostock Hill, Clarke, and Huggins were the bowlers.

Sayer was loudly applauded on reaching his half century, and with only four more runs added to his score he gave an easy catch to Clarke off Bostock Hill. Tea was taken with 116 for three wickets on the board.

The play was as somnolent as ever after the interval, the batsmen were taking no risks, and Ramsay was unlucky in spooning one for the wicket-keeper to accept, making Hongkong four wickets down for 135.

MANY MAIDEN OVERS.

The score-sheet was liberally dotted with maidens up to this point, but with Hancock and Captain Watters together the cricket began to liven up.

The visiting skipper soon got the measure of Armitage, who was taken off after Hancock had got twelve off him in one over and hit a ball in the next for a hefty six. Hancock was out for 38, the fifth wicket falling shortly before five o'clock with 165 on the board.

Balchatch only stayed ten minutes, but Bowker, the ninth man in, gave an exhilarating display of vigorous hitting, scoring 45 in half an hour, and hitting seven boundaries.

He eventually succumbed to the tactics of the Malayan skipper, who placed five men on the boundary, with the result that Bowker opened his shoulders to a ball from Hamilton and was brilliantly taken by Foster on the ropes. The Hongkong innings closed for 238.

HONGKONG ENTERTAINED.

MALAYA RECEIVES THE HONGKONG FLAG.

Victors and vanquished gathered together at the Europe Hotel on May 29th, when the Hongkong and Malaya cricket teams were entertained to dinner by the Singapore Cricket Club. The President, Mr. R. J. Farrer, occupied the chair and on his right was His Excellency the Governor, Sir Laurence Guillemard, those also present including the G.O.C., His Excellency Major-General Sir Theodore Fraser, the Chief Justice, Sir William Murison, the Colonial Secretary, Mr. Hayes Marriott, the Attorney-General, Mr. M. H. Whitley, Mr. G. Hemmant, the captains and members of the Hongkong and Malaya teams and a large number of supporters. Mr. R. H. B. Hancock, the visitors' captain, was seated on the left of the chairman and Mr. N. J. Foster, Malaya's skipper, on the right of His Excellency the Governor.

The function was festive in character and marked by good humour and geniality, and the brief speeches were admirably worded, the occasion, in every way, proving a pronounced success.

A FUNNY GAME.

The toast of The King was honoured on the call of His Excellency the Governor, and the chairman, in a humorous speech, proposed the health of the Hongkong Cricket team. Mr. Farrer thought it was a rather pitiable thing that a man should be a wonderful "silly point" and able to bat, yet could not bowl. By that he meant that Mr. Foster had refused to make the speech proposing the toast of the visitors. (Laughter.) His Excellency was deeply disappointed that, owing to pressure of work, he had not been able to extend to the Hongkong team the measure of hospitality he would have liked, but he hoped that the visitors would grace the proceedings at the King's Birthday Ball at Government House on June 3rd. (Applause.) This visit of Hongkong was a tardy one, but Malaya was all the more pleased to welcome them on this occasion, and he hoped that the interval would not be so long before the next visit of the Hongkong team. Cricket was a funny game, and they knew that the light conditions in Singapore were not what they were expected to be, but the Hongkong team were full of goodwill in order to play the game, win or lose, without any rankling. He noticed in the afternoon paper that the Canton boycott had been lifted and it might have been that this news reached the ears of that Hongkong team, by some means or other, before it had reached theirs in Singapore. (Laughter.)

In conclusion the chairman expressed the hope that the Hongkong team in future would come to Malaya much sooner and oftener. (Applause.)

VALUE OF INTERPORT CONTESTS.

The toast was received with great enthusiasm and Mr. Hancock, on rising to reply, was greeted with much cheering. The company might think it funny, stated Mr. Hancock, that he should have pleasure in replying for the Hongkong team after their performance that day, but he had two very good reasons. The first was that they were honoured that evening by the presence of His Excellency the Governor—and a brother Carthusian. (Applause.) The second reason was that the first interport match in which he participated in the Far East was against Malaya in Hongkong in 1901, and he thought on that occasion he made more runs than he did that day. (Laughter and applause.) One of the members of the team was present that night—the Attorney-General, and he believed that Mr. Whitley was responsible for getting him out when he had made nearly 100 runs. ("Shame.")

These trials of skill between the two ports, said Mr. Hancock, added a very welcome and valuable variation to the monotony of local sport and also, tended to establish more firmly the bonds which should exist between communities in the Far East. (Applause.) Perhaps there were a few disgruntled persons who thought it an unjustifiable procedure for two or three weeks of hard-working time to be given up to visits of that kind, but he believed that they were very few in number. He did not think that any harm whatever resulted, but nothing but good. (Applause.) Whether they won or lost the match did not much matter, so long as the game was played in the right spirit. (Cheers.) His experience went back a good many years and he had always found that those matches between (Continued on next column).

THE "HO PING."

SOUTH CHINA S.S. CO.'S STEAMER FOR AMOY-MANILA RUN.

The a.s. *Ho Ping*, owned by the South China Steamship Co., Shanghai, has been chartered to the South China S.S. Corporation, of 423, Pobleto Street, Binondo, Manila, for a period of six months, delivery to be made at once. Messrs. Wallem & Co., of Shanghai and Hongkong, acted as agents for the owners, while Messrs. Malm & Co., ship-brokers, of Hongkong, acted as agents for the charterers.

The *Ho Ping* will ply in a cargo and passenger trade between Amoy and Manila, with Captain H. Weidemann as master.

The *Ho Ping* was built at Greenock in 1890 by Scott & Co., for Alfred Holt & Co., and then bore the name *Myrmidian*, but was later sold to French owners and her name changed to *Haitien*. Her present owners again re-named her.

The *Ho Ping* is a steel ship, with a net registered tonnage of 1,829 tons and a gross registered tonnage of 2,923 tons, while her total deadweight capacity is about 3,600 tons. Her length between perpendiculars is 345 ft. 6 inch, and her breadth is 37 ft. 7 inch. She has a depth of hold of 27 ft. 7 inch, and between decks laid all over the vessel, and is further supplied with six sideports. She has five cargo hatches, and has a draft fully loaded of 22 ft. Her permanent bunkers contain 386 tons of coal, and she makes a speed of 11 knots on a consumption of about 23 tons of coal per 24 hours. She has a Chinese passenger licence for carrying about 1,500 passengers. Her engines are also built by Scott & Co., of Greenock, and are of the compound type, and placed amidships. The steamer is equipped with two main boilers, and a donkey boiler, is fitted with electric light all over and has wireless telegraphy.

Malaya, Shanghai and Hongkong had always been played in the very best spirit. When they went home to Hongkong they would carry away with them nothing but the very happiest recollections of a delightful time. Old friendships had been renewed and many new ones had been made that day and would be made in the coming week in Kuala Lumpur. (Applause.)

HONGKONG'S INVITATION.

He thanked them all most heartily for the reception accorded the Hongkong team and the comfort and entertainment provided. The Hongkong team would carry away with them the most delightful memories of a charming visit. They would welcome a visit from Malaya in November or December either this year or next, and would try, in some small way, to return the hospitality shown to the Hongkong team by the people of Malaya. (Loud cheers.)

Amid much cheering Mr. Hancock then handed to Mr. Foster the Hongkong flag, and expressed the hope that Hongkong would soon be given an opportunity of trying to win it back.

BOSTOCK-HILL GETS "THE BALL."

Calls for the Malaya captain brought Mr. N. J. Foster to his feet and in the course of a happily-worded speech he mentioned that Malaya in the game just concluded had the luck of the toss. It was the proudest moment of his life to captain the Malaya side. (Applause.) He had never had the pleasure of going up to Hongkong, in a Malaya side, but those who had gone had come back so enthusiastic about the hospitality they received that he wished he had gone instead of trying to grow a bit of rubber. (Laughter.)

With regard to the match they must have noticed the absolute doggedness of Mr. Hancock in both innings when he went in to bat. There was not the usual smile on his face when there was something to be done. His whole intention was to stay at the wicket and make some runs. (Applause.) The Malaya side was fortunate in the game just finished in winning the toss, and he patted himself on the back. (Laughter and applause.)

On behalf of the F.M.S. he wished to thank the S.C.C. and everybody concerned in Singapore for the excellent manner in which the arrangements had been made and carried out for the match and for the admirable entertainment provided. The S.C.C. were very kindly presenting the ball—suitably mounted—used in Hongkong's first innings to Mr. Bostock Hill. (Loud cheers.) He hoped to go up to Hongkong with a Malaya side in a year or two, and give the visitors a chance of regaining the flag. (Cheers.) The remainder of the evening was spent in a festive manner.

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NOTICE TO CONSIGNEES.

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CHINA MUTUAL STEAM NAVIGATION CO., LTD.

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CONSIGNEES per Company's Steamer "CLOPS" are hereby notified that the Cargo will be discharged into the Godowns at the subject to Terms and Conditions of Storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 7th June. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 14th June, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 25th June, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th June, 1926. [3825]

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Motor Vessel

"JAVANESE PRINCE" having arrived from the above Port on 5th inst., Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 11th inst.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Saturday, 12th inst., will be subject to Rent.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1926. [3849]

SHIPPING MOVEMENTS.

The P. & O. Company's s.s. *Karnata* left Singapore for Hongkong on the 5th inst. at 5 p.m., with the outward English mails, and is due here on Thursday, the 10th inst. at about 6 a.m.

The R.M.S. *Empress of Australia* (Capt. A. J. Hiley, R.N.R.) will leave Hongkong for Victoria and Vancouver, B.C., via Shanghai (Woo-sung), Kobe and Yokohama at daylight on Friday, June 11th.

The E. & A. Co.'s s.s. *Arafura* left Manila for Hongkong on the 7th inst., with the outward Australian mails, and is due in Hongkong to-morrow (Wednesday). She will leave for Moji and Kobe at daylight on Friday.

The R.M.S. *Empress of Asia* arrived at Yokohama yesterday at 7 a.m., left at 7 p.m., and is due at Hongkong on Tuesday, June 15th.

SUNRISE AND SUNSET IN HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.)

Date.	Sunrise.	Sunset.
June 8th.....	5.33 a.m.	7.06 p.m.
" 9th.....	" 5.33 "	" 7.06 "
" 10th.....	" 5.33 "	" 7.07 "
" 11th.....	" 5.33 "	" 7.07 "
" 12th.....	" 5.33 "	" 7.07 "
" 13th.....	" 5.33 "	" 7.08 "
" 14th.....	" 5.33 "	" 7.08 "
" 15th.....	" 5.33 "	" 7.08 "
" 16th.....	" 5.33 "	" 7.08 "
" 17th.....	" 5.33 "	" 7.09 "
" 18th.....	" 5.33 "	" 7.09 "
" 19th.....	" 5.33 "	" 7.09 "
" 20th.....	" 5.33 "	" 7.10 "
" 21st.....	" 5.33 "	" 7.10 "
" 22nd.....	" 5.33 "	" 7.10 "
" 23rd.....	" 5.40 "	" 7.10 "
" 24th.....	" 5.40 "	" 7.11 "
" 25th.....	" 5.40 "	" 7.11 "
" 26th.....	" 5.40 "	" 7.11 "
" 27th.....	" 5.41 "	" 7.11 "
" 28th.....	" 5.41 "	" 7.11 "
" 29th.....	" 5.41 "	" 7.11 "
" 30th.....	" 5.41 "	" 7.11 "

"LAWN TENNIS AND HOW TO PLAY IT."

BY

SUZANNE LENGLEN.

No. 5.

HOW TO MASTER THE BACK-HAND STROKE. PRACTICE AND PATIENCE. IMPORTANCE OF THE STANCE. STAND WELL AWAY FROM THE BALL.

THE SIXTH OF THIS SERIES OF ARTICLES BY MISS SUZANNE LENGLEN WILL APPEAR IN THE "DAILY PRESS" ON THURSDAY NEXT—ALL RIGHTS RESERVED.

I have said several times in this little series of articles that most lawn tennis strokes are easy if you go about producing them the right way from the start. Well, I don't want to frighten anybody, but I am afraid I cannot say this about the back-hand stroke, particularly if my readers happen to have been playing it in the usual slovenly fashion—I make no excuse for calling it that—for a season or two. They will be up against difficulties, but I hope to show that these can be overcome.

Don't think that because your back-hand stroke is poor, that it will be impossible for you ever to become a great player. As a matter of fact you are sinning in very distinguished company. Two of the players, both champions, who have been much in the public eye during the last few years were up against it just the same. One was Gerald Patterson, the young Australian player, and he had to start altering his back-hand—even after he had won the championship! Miss Ryan, too, used to have a somewhat weak back-hand stroke. Rather than go on losing points through it she set herself, with great patience, to alter it, and became greater in consequence. Mr. J. C. Parke, the famous English International, spent two winters practising against a wall in his back garden in order to improve his back-hand. It took me six months to learn how to play it and quite two years to produce a stroke which satisfied me at all. It's work, you see, and patience, and plenty of both.

CAUSES OF FAILURE.

What are the causes which make so many people fail to produce a decent back-hand drive? I think they are three. They get their bodies in the wrong position, their feet in the wrong position, and their grip wrong. When I have explained the grip in a previous article, and you ought to have mastered it to some extent by now. Let me remind you again, however, that when you are not actually making a stroke, the spine, the neck that is, of your racket should be resting on your left hand. This is very handy when you want to change from the fore-hand to the back-hand grip—that little shift a quarter of the way round the handle I told you about—and don't forget to change, either!

Now about your feet. In playing a fore-hand shot the left foot is well advanced, pointing towards the net. In the back-hand the opposite is the case. The right foot must be advanced, you must stand quite sideways, not half and half, so that your right shoulder is pointing in the direction in which you intend the ball to go when it is hit. Get those things right and you are on the way.

THE DIFFICULTY.

And now comes the difficulty. Many people, who have courage and confidence to stand away from the ball and swing at it freely and surely, when it is on their fore-hand, make a sort of poke at it when it comes on their back-hand. That, which is just nervousness, must be conquered. Stand well away from the ball, just as I advised for other strokes; swing well back, letting your shoulder go as well as your arm, and don't crook your elbow too much. The weight now is on the back foot, the left. As you swing in and not before, let the weight come

forward and follow through even further than you swung back. Let the racket follow the ball so to speak. That, and the thumb up the back of the handle will guide it.

Many people who don't exactly "poke" in their back-hand stroke, try to hit too much. This is a mistake. Swing, timing to a fraction of a second, and that follow through which I must insist on again, all these, rather than hard hitting, get me my pace on the back-hand.

It is a grave fault to get too near the ball—you want room; it is a fault to stand square, or even half square—the correct position is sideways, and it is most of all a fault to take your eye off the ball until it has actually left the racket.

Now that's all there is in the back-hand stroke, with the exception of a few little details which you can add afterwards. One, however, you ought to take care of from the start. The head of the racket must not be below the level of the wrist. If it is you get a kind of scoop up, and you will find it almost impossible to guide the ball.

If you crook your elbow and sort of pull the racket across your body, you will put spin on to the ball which, particularly if you are driving down the left-hand side line, will almost certainly carry it out of the court. Spin on a ball is all right if you are doing it intentionally with something in view, but in any other case it is very much all wrong.

A GRACEFUL STROKE.

However much you have practised on the court you will find that a moving ball will very likely make you forget all that you have had in mind. Nothing but practice will overcome this. If things go wrong try to think why. You will never get confidence in the back-hand stroke, for instance, if you are not very comfortable on your feet. As a matter of fact the feet have a very peculiar effect everything in this stroke. If you haven't them placed just as I said you will find that they not only get in the way, but that your arm comes awkwardly across your body, and that your right shoulder gets out of place.

You should finish the stroke with your body inclining forward, on a line which extends right from the big toe of the left foot to the end of your racket. There is no reason in the world why the back-hand stroke should not be as graceful as the fore-hand. In fact I know one or two players who execute it with far more grace than they do the fore-hand shot. There is, for instance, Miss Kitty McKane, the ex-champion. I have seen photographs of her, not posed mind, but in the action in a hard match, of which many a dancer would have been proud. That wonderful free swing of hers guides the ball to within a few inches of where she wants it to go. There is not "elbow pull" about that shot when it is properly played and; once you get hold of it, one of the greatest terrors of the game will have passed away for ever. To be sure that your defence and attack on either "wing" is equal to the calls which will be made on them, is to begin to gain that confidence without which good lawn tennis, lawn tennis of the first class, is impossible.

H.K.C.C. TENNIS TOURNAMENT.

REDMOND ENTERS FINAL OF CLUB SINGLES.

Playing in the semi-final of the Club Singles Championship yesterday, Redmond met and defeated Major Stevenson, playing a consistently good game, won with ease.

The final set was the best and a very interesting one to watch. Redmond failed to break through his opponent's solid defence in the first two games, but with a great effort he brought the score to 4 all, "killing" most of Major Stevenson's returns at the net, and he won the next two games by excellent play.

H.K.C.C. v. C.R.C. ("B" DIVISION). To be played on the H.K.C.C. ground to-morrow (Wednesday) at 5 p.m. H.K.C.C.—L. Baines and R. E. Soxon; Capt. Bloxham and E. J. R. Mitchell; J. G. Lawrie and M. L. Dunbar.

Play was fast throughout and in the first and third sets, which Redmond won, some exceedingly smart rallies were witnessed. Redmond did not show up so well in the second and fourth sets, which Major Stevenson, playing a consistently good game, won with ease.

The final set was the best and a very interesting one to watch. Redmond failed to break through his opponent's solid defence in the first two games, but with a great effort he brought the score to 4 all, "killing" most of Major Stevenson's returns at the net, and he won the next two games by excellent play.

BILLIARDS.

PALACE HOTEL HANDICAP.

The opening match of the above Tournament was played yesterday at 8 p.m. between T. Gouding (owe 120) and F. Hobbs (owe 70) and resulted in a win for the latter by 230 points to 170. Hobbs made double figure breaks of 17, 15 and 24 and Gouding 17 and 27.

At 9 p.m. W. Moore (owe 300) met and defeated J. H. Almeida (owe 30) by 250 points to 100. The winner made the following breaks: 16, 15, 20, 17, 17, 20, 17, 25, 20 and 16. Almeida failed to make any double figure break.

TO-DAY'S MATCHES.

6 p.m.—E. R. Hyndman (owe 30) v. G. Blain (scr.).

9 p.m.—W. Fish (owe 150) v. Corpl. Tilbey (owe 200).

TENNIS LEAGUE TABLES.

The following tables show the positions of the different Clubs in the League up to date:—

"A" DIVISION.

Clubs.	M.	W.	L.	Pts.	F.	A.
Indian R.C.	4	4	0	4	230	166
Chinese R.C.	3	2	0	2	169	82
M.B.K.	3	2	1	2	153	139
Kowloon C.C.	2	1	1	1	102	94
University	3	1	3	1	189	207
U.S.R.C.	4	1	3	1	168	223
H.K.C.C.	3	0	3	0	123	171

"B" DIVISION.

Clubs.	M.	W.	L.	Pts.	F.	A.
Indian R.C.	4	4	0	4	227	159
M.B.K.	5	4	1	4	266	229
Chinese R.C.	3	3	0	3	195	99
U.S.R.C.	4	3	1	3	232	243
C.C.C.	3	2	1	2	176	121
University	4	2	2	2	200	153
H.K.C.C.	3	1	2	1	151	146
C.C.C.	4	1	3	1	205	191
Kowloon C.C.	4	1	3	1	184	212
Recreio	4	1	3	1	183	213
N.T.C.	5	0	5	0	126	369

"C" DIVISION.

Clubs.	M.	W.	L.	Pts.	F.	A.
Chinese R.C.	5	5	0	5	372	123
Recreio	3	2	1	2	155	129
C.C.C.	3	2	1	2	147	150
Kowloon C.C.	4	2	2	2	183	213
H.K.C.C.	4	1	3	1	152	244
Taikoo	5	0	5	0	178	319

MARINE COURT CASES.

Lieut.-Commander G. F. Hole, R.N., had several cases before him at the Marine Court yesterday.

A boatman of a trading junk was fined \$10, with the alternative of ten days' hard labour, for carrying twelve passengers in excess of the number of passengers allowed by his licence.

A fishing junk master, who had committed a breach of the conditions of his licence by carrying 16 baskets of vegetables and 500 cwt. of preserved vegetables, was fined \$3, or three days' hard labour in default.

A fine of \$15 was imposed on the master of a cargo boat who had failed to exhibit regulation lights while under way.

A caution was given to the master of fishing boat who was charged with failing to take out a licence.

A caution was also administered to three masters of cargo boats, who all pleaded guilty to mooring their boats ashore, at a distance of less than 100 yards from low water mark. They stated they had permits, and had been engaged in working cargo and were waiting for a steam launch to tow them out.

Another Chinese seaman, stated to be the master of a trading junk was charged with failing to report the arrival of the boat at Tai O Harbour Master's Station.

Defendant, who pleaded not guilty, stated that he was not the master of the junk.

A Police Sergeant said that when he went on board the junk and asked for the licence, he was told the master was on shore. A *joki* was sent to find the master, and later returned with the defendant who produced the licence. When asked by witness whether he was the master, defendant said "yes."

Defendant said the junk put in at Tai O as they had run short of provisions and he went on shore with the master to procure a fresh supply.

His Worship discharged defendant.



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M/S. "Malaya"	12th June	15th of July
M/S. "Peru"	12th July	—
M/S. "Danmark"	2nd August	—

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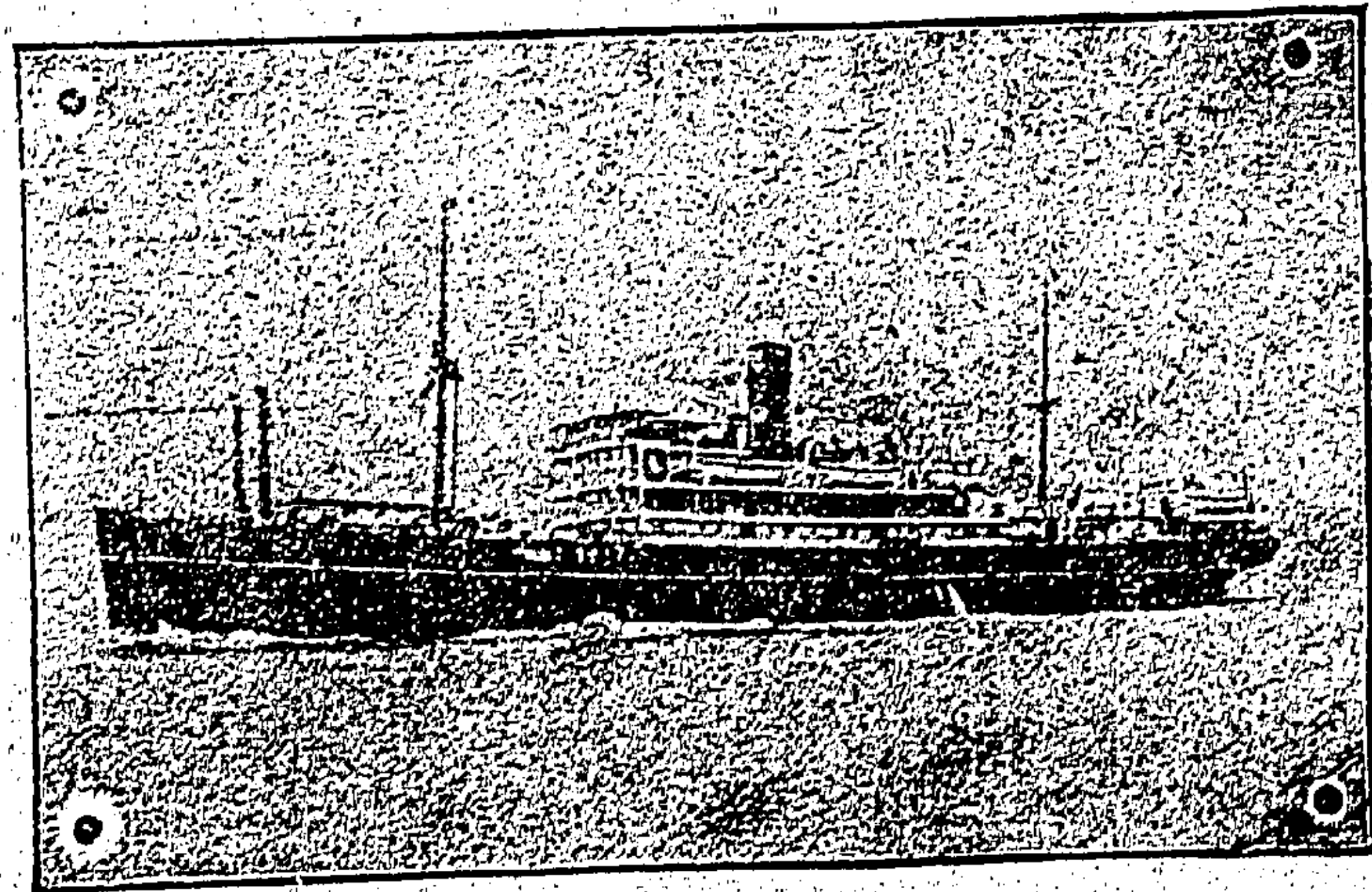
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"MANTUA"	10,992	28th June	Marseilles, London & Antwerp.
"JEYPORE"	5,318	5th July	Singapore, Penang, Colombo and Bombay.
"KARMA"	9,125	12th July	Marseilles, London & Antwerp.
"PAONA"	8,927	19th July	Marseilles, London & Antwerp.
"KASHMIR"	8,985	26th July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	2nd Aug.	Marseilles, London & Antwerp.
"DELTA"	8,097	7th Aug.	Marseilles, London & Antwerp.
"MACEDONIA"	11,089	14th Aug.	Marseilles, London & Antwerp.
"KALYAN"	9,144	21st Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	28th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	5th Oct.	Marseilles, London & Antwerp.
"MOREA"	10,918	12th Oct.	Marseilles, London & Antwerp.
"KHYBER"	9,114	19th Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,992	26th Oct.	Marseilles, London & Antwerp.
"KARMA"	9,125	2nd Nov.	Marseilles, London & Antwerp.
"MACEDONIA"	11,089	9th Nov.	Marseilles, London & Antwerp.
"DELTA"	8,097	16th Dec.	Marseilles, London & Antwerp.
"MALWA"	10,941	23rd Dec.	Marseilles, London & Antwerp.
"KALYAN"	9,144	30th Jan.	Marseilles, London & Antwerp.

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"ARAFURA"	6,600	11th June, 8 a.m.	Moji, Kobe and Yokohama.
"SANTHIA"	7,754	18th June	Moji and Kobe.
"TILAWA"	10,005	22nd June	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	25th June	Shanghai, Tsingtau, Weihaiwei and Kobe.
"TALAMBA"	8,018	28th June	Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,600	6th July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"TALMA"	10,000	14th July	Shanghai and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji and Kobe.
"KALYAN"	9,144	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	5th Aug.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	2nd Sept.	do.
"ARAFURA"	6,600	7th Sept.	Moji, Kobe, Osaka and Yokohama.
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SHANGHAI & TSINGTAO	"LINAN"	On 12th June, 6 a.m.
AMOY & SINGAPORE	"KWEIYANG"	On 12th June, 6 a.m.
SHANGHAI	"SUIYANG"	On 13th June, 6 a.m.
BANGKOK	"KWANGTUNG"	On 14th June, 4 p.m.
AMOY & SHANGHAI	"CHENAN"	On 15th June, 6 a.m.
AMOY & SINGAPORE	"ANKING"	On 15th June, 6 a.m.
SHANGHAI	"SZECHUEN"	On 17th June, 6 a.m.
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